

THE INTERNATIONAL Teamster

DEDICATED TO SERVICE

APRIL 1956

Buying Union Label gives economic strength to the labor movement. The Teamster service card is an important part of the "Buy Union" movement—let's support it.

BE UNION—BUY LABEL!

James Beep

GENERAL PRESIDENT



UNION INDUSTRIES SHOW

SEATTLE, WASHINGTON

CIVIC AUDITORIUM • APRIL 20-25



FROM the red clay hills and dense pine forests of its north to the flat marshlands and moss-covered cypress of its south, Louisiana is a state of colorful physical contrasts. It also is one of varied personalities, ranging from the French-accented and exotic charm of the New Orleans area to the sturdy, rural atmosphere and warmth characteristics of much of the northern section of the state.

All areas of today's Louisiana, however, have one thing in common: They're prospering and growing as they have at no time since the dark days of Reconstruction.

In value of mineral production Louisiana has been fifth in the nation in recent years. It stands third in petroleum production, and rich off-shore deposits might send it still higher. Natural gas, gravel and sulphur production also have contributed heavily to the state's ever-expanding economy.

Its warm climate and fertile soil long have made Louisiana one of the most important of Southern states agriculturally. It's a big cotton producing state and, in the Southern area, sugar cane and rice are key farm products. Hardy French trappers, invading the trick marshlands, have made the state number one in

fur trade, producing more pelts annually than Canada and Alaska combined.

Industrial growth in Louisiana during recent years has been at a rate as fast as that of the top industrial states in the nation. Important oil, chemical, rubber and aluminum installations have been established and expanded. And Louisiana is quick to point out that it's her resources and natural advantages that have attracted industry, not cheap labor. A recent survey showed that industrial workers in the bustling city of Baton Rouge are among the highest paid in the nation.

Louisiana is one of the 18 states with a "right-to-work" law, but there's strong sentiment for its repeal. In a recent election one of the champions of the law was soundly beaten by an advocate of its repeal, who had solid labor backing.

Teamsters have played a vital role in Louisiana's hop-skip-and-jump economic growth, and they can be expected to assume an even greater burden of transportation responsibilities in the years immediately ahead.

Louisiana definitely is a state on the go—and truckers, warehousemen and others of our jurisdiction are going to help speed it to an even more important position in the sisterhood of states.



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THE INTERNATIONAL Teamster



DAVE BECK

Editor

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Raymond F. Leheney

1911

1956

Tribute to Ray Leheney

By DAVE BECK, *General President*

WE CANNOT enumerate all of Ray Leheney's qualities and single out any one of them; qualities that exist together only in exceptional individuals. Hard work tempers the metal; struggle winds up the spring, and poverty, early toil and dearth of privilege uncoil the powerful force of ambition in those who are self-made.

Though Ray Leheney's record of achievements spans a period of relatively few years, because he was only 45 when he left us, he did have a passionate faith and expressed this faith in the glowing enthusiasm which became the driving force of his success; success that even at an early age made him recognizable for the genius that he really was. Those who worked at his side caught glimpses of a crystal-clear mind and understood him with an insight which the love of a master begets in his disciples. He never waited for breaks; he made his own breaks. He extended himself personally into every crusade. As a sculptor of his own destiny, he took his block of time and carved out for himself a career in which we all gloried.

He was a rare combination; he could find interest in the conversation of a worker, the babble of a child, the suffering of an invalid or the speculation of a physicist. He had the simplicity of the truly great.

I cannot remember ever hearing him talk ill of anyone, no matter how great the provocation. His kind and generous outlook on people, always looking for

what was good in them and seeking to develop them, was more important to him than finding interest in their faults.

He was not only great for his achievements, but also for his nobility of sentiment, his devotion to a higher life and his attainments of heart and mind. He was possessed of the social graces; his conversation was always adorned with practical reality and charm, because he was an idealist and a realist both in one. For him no vision was too lofty. In the midst of any group, he generated and incubated ideas.

He needs no monument made with hands; he has erected a monument in the hearts of all who knew him. If death ends all and if a handful of dust over which we weep is all there is, may we find consolation in Ray Leheney's lifetime of achievements.

We must not let the summons of death and its gloom dismay us, but let it teach us to put our faith in God, who marks the pathway of our worldly pilgrimage and who unlocks the portals of eternal peace when the gates of our earthly home have been closed behind us.

The bond which unifies souls can never be severed. His image will always live in the hearts of all of us who knew him. In these solemn days, let the light of a loving memory shine on Ray Leheney's passing as the dawn of a new morning that brings us thoughts of gratitude for the life he lived.

RAYMOND F. LEHENY MEMORIAL FUND

TO COMMEMORATE the dedicated service of Raymond F. Leheney to the Teamsters and the labor movement, an appropriate memorial is being established. General President Dave Beck will serve as director of the Raymond F. Leheney Memorial Fund.

Announcement of the Raymond F. Leheney Memorial Fund program was made by General President Beck in a personal letter to secretaries of all local unions, joint councils and area conferences.

Brother Leheney is survived by a lovely young daughter and a wonderful wife, who often and willingly made personal sacrifices so that he could give himself wholeheartedly to the work to which he was devoted. Fittingly, the memorial program will be built around the welfare of the wife and daughter.

In his lifetime, Ray Leheney did the work of many men, but he never sought to build up material things for himself and his family. His was a mission of service to his fellow men, with never time for thought of his own financial security.

All local unions, joint councils and area conferences are being given the opportunity to show appreciation for Ray Leheney's lifetime of service to the Teamster movement through participation in the Raymond F. Leheney Memorial Fund.

General President Beck has expressed the earnest hope that every Teamster affiliate will be a liberal contributor to the Memorial Fund.



At opening session of the Second Legislative Conference of the Building and Construction Trades Department, delegates take the oath of allegiance to flag and country.

Building Trades Prod Congress

*Twenty-Four Hundred Attend Rally
In Capital and Demand Repeal
Of Vindictive Laws Aimed at Labor*

SOME 2,400 building tradesmen, including a large delegation of Teamsters, came to Washington from all states in the Union last month to go calling on their Congressmen and Senators.

They came, at the behest of Building and Construction Trades Department President Richard Gray, to urge their legislators to:

- Vote for bills, now in the House and Senate hopers, that would modify Taft-Hartley provisions that are particularly injurious to the building trades;

- Vote for amendments to the Davis-Bacon Act whose chief effect would be to extend prevailing wage coverage to federally assisted projects, with particular emphasis on highway and school construction;

- Give support to the Lehman housing bill, whose aim is to pro-

vide 2,000,000 housing units per year, with emphasis on low- and middle-income housing.

This year's big push on Capitol Hill by the building tradesmen was a bigger version of a conference that was sponsored for the first time last year by the Building and Construction Trades Department. The results of that meeting were regarded as sufficiently encouraging to warrant making an even bigger effort this year to "sell" the legislators on the justness of the building tradesmen's cause.

SPECIFIC REQUESTS

Specifically, the building tradesmen were asking for Taft-Hartley amendments that would eliminate certain secondary boycott provisions; permit pre-hire contracts; eliminate Section 14-b, which makes

possible the so-called "right-to-work" laws in the states; eliminate the mandatory injunction provision.

The principal Davis-Bacon amendment asked for by the building tradesmen would broaden the scope of "prevailing wage" to include fringe benefits and to put hours of work and overtime rate on a prevailing basis so as to eliminate existing unfair bidding advantages of unscrupulous contractors on direct federal and federally assisted projects. Another amendment would confer full enforcement authority on the Secretary of Labor.

Before they went to Capitol Hill, the delegates received a thorough briefing on the import of the amendments in a general session at the Sheraton-Park Hotel. During the next two days the building tradesmen visited their legislators. On the

fourth and final day of the conference they re-assembled at the Sheraton-Park Hotel to give preliminary reports on the results of their calls. In virtually all cases the building tradesmen were received cordially, and their representations were carefully listened to, by both Democrats and Republicans. The actual pay-off on the result of the visits will not be known, of course, until the bills get out of committee and reach the floor of both houses for vote.

On the opening day of the conference, the delegates heard from Senator Patrick J. McNamara of Michigan, Senator Herbert H. Lehman of New York, Senator Thomas H. Kuchel of California, Representative John E. Fogarty of Rhode Island, and Representative Russell V. Mack of Washington. President Richard J. Gray of the Building and Construction Trades Department summarized the problems of the building trades unions.

MEANY SPEAKS

On the concluding day, the delegates heard from AFL-CIO President George Meany, Senator Paul Douglas of Illinois, Senator Homer Capehart of Indiana, and Congressmen James Murray and Kenneth Gray of Illinois.

President Meany declared that the country would still have sweat shops unless the theory of prevailing wages had been accepted. "Standards must be measured by human values," he asserted, in urg-

Among the strong supporters of adequate highway legislation is Congressman Russell Mack (Rep., Wash.) (right) shown here with Harold Thirion looking over a draft of one of the highway bills now pending in the House of Representatives.



ing the extension of prevailing wages to the highway and school construction programs.

Speaking of Section 14-b of the Taft-Hartley Act, Mr. Meany declared there was no precedent for the state-federal relationship it sets up, "under which the federal government relinquishes its rights and duties to the states." Section 14-B, he said, was "completely unjust to the workers of this country."

DOUGLAS PLEDGES HELP

Senator Paul Douglas of Illinois likewise touched on the inequity of Section 14-b, stating there "should be national rules of the game." Speaking of the two Senate bills that would modify Davis-Bacon and Taft-Hartley, the Senator

said, "I will do everything in my power to see that the committee gives full consideration to these bills before Congress adjourns."

Congressman John Fogarty of Rhode Island said that last year's visit by the delegates had made an "excellent impression" on Capitol Hill. He said there was no reason why prevailing wages should not be paid on any federal project.

Another speaker to demand action on long overdue amendments to Taft-Hartley was Senator Patrick McNamara of Michigan. He described the bill he has helped sponsor which would eliminate the secondary boycott provisions as they apply to the building trades, permit pre-hire contracts and drop the mandatory injunction provision against unions charged with secondary boycotts. Section 14-b also came under the Senator's fire.

LEHMAN LAUDS LABOR

Senator Herbert Lehman of New York said the labor movement was "one of the most constructive forces in America today and one of the greatest supports of our democracy and of what we call our American way of life."

In his opening remarks to the delegates, President Richard Gray emphasized that the Building and Construction Trades Department "has never and no doubt never will endorse any political candidate be he Democrat, Republican or Independent. Department policy is truly

(Continued on page 26)



Shown above are Michigan Teamsters at the conference. Left to right (seated) are George Withers, L. U. 247; George Strandloff, L. U. 247; Robert Holmes, L. U. 337, and Walter Schuler, L. U. 337. Standing are L. Harrelson, L. U. 614; F. Bancroft, L. U. 332; Floyd Harmon, L. U. 614, and Martin Wolff, L. U. 299.

COMING CONFERENCES

NATIONAL TRADE DIVISIONS

Dates: May 15, 16 and 17

Place: Palmer House

City: Chicago, Ill.

CANADIAN TEAMSTERS MEET

(For representatives of local unions affiliated with the Eastern, Central and Western Conferences of Teamsters.)

Dates: April 21 and 22

Place: King Edward

City: Toronto, Ont., Canada

CENTRAL CONFERENCE OF TEAMSTERS

Dates: May 10 and 11

Place: Raddison Hotel

City: Minneapolis, Minn.

WESTERN CONFERENCE OF TEAMSTERS

Dates: June 25-29

Place: Vancouver Hotel

City: Vancouver, B. C., Canada

SOUTHERN CONFERENCE OF TEAMSTERS

Dates: Beginning July 9

Place: Statler Hotel

City: Dallas, Tex.

EASTERN CONFERENCE OF TEAMSTERS

Dates: October 25 and 26

Place: Mayflower Hotel

City: Washington, D. C.

A strong plea for an organized effort on the part of labor, management and the public to meet the challenge of traffic accidents was made by William M. Griffin of the International Brotherhood of Teamsters to the Massachusetts Annual Safety Conference in Boston late last month. Mr. Griffin, who is director of the National Miscellaneous Division, represented General President Dave Beck in a program in which drivers and fleet operators spoke in behalf of their respective groups.

The conference in Boston was sponsored by New England Safety Council groups.

"Labor must be taken into full partnership in the safety movement and can be counted upon to spur its growth and development," Griffin said in closing his address which covered a wide range of topics in the truck safety field.

In amplifying his subject "Highway Safety—Our Mutual Responsibility," Griffin said that "... we must discard the notion that accidents are a necessary part of modern life. We must recast our thinking to view accidents as phenomena which can be prevented. We must not support the misconception that everybody has the right to run his own physical risks."

The speaker emphasized the role of cooperation in accident prevention and said that cooperation is far more effective in working with drivers than is compulsion. He said that safety must be a regular program of management along with the men who man the vehicles.

Related to safety are decent roads, Griffin said. He stated that "... adequate highways will cut the accident toll drastically. The Teamsters' Union and the trucking industry are mutually engaged in endorsing a program for adequate highways now pending in Congress."

He said that probably two in five deaths could be avoided through

needed streets and roads improvements thereby representing a saving of 15,000 to 20,000 lives yearly.

Adequate enforcement of safety regulations is a primary essential of accident prevention, the speaker pointed out and referred specifically to the problem of interstate traffic,



WILLIAM M. GRIFFIN
Miscellaneous Division Director

saying, "The motor carrier industry has grown markedly, but the Interstate Commerce Commission has a grossly inadequate staff to supervise its safety activities and make safety inspections. The I.C.C. does not even have the necessary staff to provide service of its safety regulations to private and exempt carriers, much less make safety inspections."

Griffin cited testimony from the I.C.C. before Congress which complained of "a constant increase in the number of reported violations and questionable operating practices."

"Investigation by the I.C.C." said the speaker, "shows that many accidents involving motor vehicles subject to I.C.C. safety regulations need never have occurred if the Commission's regulations had been complied with. Investigation has also disclosed flagrant disregard of the I.C.C. regulations and in addition an

extremely callous attitude by some carriers toward the lives and rights of others using the nation's highways. . . . There's no use fooling ourselves—some employers must be compelled by law or educated by inspectors to live up to every minimum safety regulation.

"The fair and decent employer is not opposed to progressive safety legislation. To trade unionists here is the test: will the fair employers cooperate fully to provide very much needed legislation and very much needed administration, in addition to the excellent safety work done in their own operation?"

A need for adequate I.C.C. enforcement of hours of driving was cited as one necessary step in accident prevention. Griffin also pointed out that private carriers, farm haulers and local carriers in commercial zones not covered by Federal law are also factors in the accident problem.

"Gypsies" or owner-operators who operate on a short lease system were blasted by the speakers who said, "I.C.C. investigation of accidents involving the use of gypsies reveal that they have no knowledge of I.C.C. safety regulations nor do they comply with them; they drive excessive hours without adequate rest and they falsify their logs. They do not carry certificates of physical fitness nor do they maintain their equipment in compliance with safety regulations; they defer necessary repairs for lack of funds. The I.C.C. has also found that control over the drivers by motor carriers utilizing the services of gypsies is very lax."

By contrast the speaker said that every Teamster contract has a clause giving the driver the right to refuse to work in a vehicle which is defective which is in marked contrast to "the unrestrained, uncontrolled freedom of the gypsy contract."

"The Teamsters stand ready to join the trucking industry in seeking adequate funds to establish a comprehensive safety inspection service in the I.C.C. which will reach the gypsies. The gypsy breeds law violations and shirks his safety responsibilities."

Numerous examples of Teamster local union and joint council coop-

(Continued on page 26)

TEN THOUSAND TEAMSTERS TIDY THE BIG TOWN



THE world's largest city is on its way to becoming one of the world's cleanest and at the ground level this is due the efforts of some 10,400 members of Local Union 831, I.B.T., the Uniformed Sanitationmen's Association of New York City.

These Teamsters are the shock troops of the department's total force of 13,700 employees and 3,600 pieces of mobile machinery which, on an annual budget of \$100 million, cleans over 6,000 miles of streets daily and removes four mil-

lion tons of garbage and refuse yearly; enough to fill the Empire State Building 15 times!

If this department ceased to function for as little as a week this fabulous city would surely perish in its own refuse; a far cry from the time in 1658 when pigs were loosed in the streets of Little Old New York to serve as scavengers. Today this seething city gives off 12,500 tons of waste and garbage every 24 hours. These Teamsters, manning their brooms and "salad wagons" (refuse trucks) move like a well-

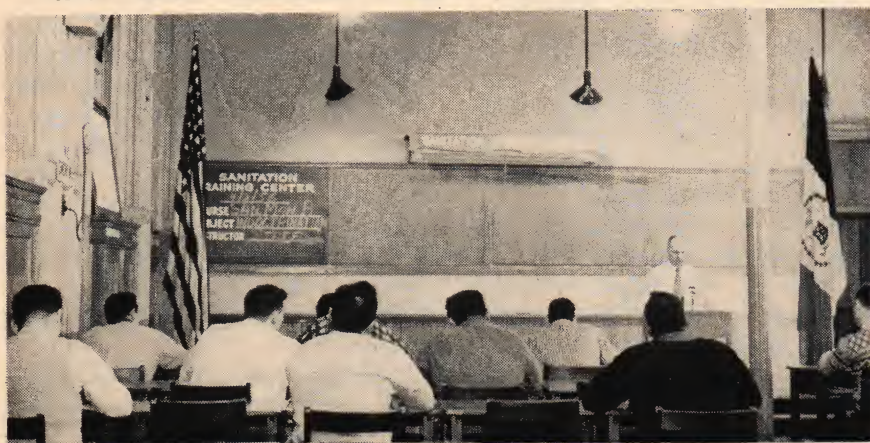
marshalled army to battle the constant tide of dirt and debris.

Local 831 exists as a vehicle of the collective wants, needs and opinions of the sanitation men who, while making life better for others, seek also a better living for themselves and their families. Led by Local President John J. DeLury, the beginning wage of a sanitationman has been brought to within \$50 a year of what rookie cops are paid. According to a recent independent report, theirs is the most strenuous occupation in the city and is surpassed only by sawyers in the logging industry. DS men walk an average 13 miles a day and collect from 9,750 to 13,000 pounds of refuse a day!

In addition to President De Lury, other officers include Vice President Carmine Yorio, Secretary-Treasurer John Conroy, Recording Secretary Frank Laznovsky, Trustees Frank Amodeo, James Macchiaroli and Louis Iucci. Business agents are Peter D'Albert, Henry Romeo and Rocco Yanoti.

Theirs is an old local, first founded 66 years ago. The members changed from a Knights of Labor status to independent, then joined the Teamster movement, again went independent, next trying a dual union and finally

Every sanitation man accepted by the department after passing civil service tests and physical examinations must attend an indoctrination class of two weeks. Class session is seen in photo below as instructor talks.



rejoined the Teamster International in 1951. Since that time the wages have risen an average 51 per cent, work days have dropped from 313 to 261 and conditions in general have been bettered.

The first representation election for city employees ever held in New York was won by Local 831 "hands down" on January 27. The Local is now exclusive bargaining agent for the department's employees. The election set a record of sorts when, out of 9,150 votes cast, 6,350 were for the Teamsters, 2,800 for the competing dual union and not a single vote was cast for "no union!"

Even the head of the department, Andrew W. Mulrain, has a labor background for, as he went from rolling garbage cans in 1921 to his



On January 27, Local 831 won the first representation election ever held by City of New York. In photo, Mayor Wagner, center, poses with union wage policy committee. At his right is John J. De Lury, president of Local 831.

present post as Sanitation Commissioner, he was at one time president of his supervisor's union, the "Association of Classified Employees."

The whole story of New York's sanitation men and the job they do is cluttered with astounding facts and demands superlatives of Hollywoodian proportions to do it full justice.

MECHANIZATION OF DEPARTMENT

They operate 1,509 trucks, 188 mechanical brooms, 230 street flushers, 2,040 snow blades, 635 cross-walk snowplows, 153 sand spreaders, 123 salt spreaders, 184 snow loaders, 13 mammoth incineration plants, four tugs and 45 barges.

Every man a licensed chauffeur, they remove everything New Yorkers cast off except commercial refuse which is the province of permit scavenging companies. The mechanical sweepers scrub the 6,000 miles of streets at a steady eight

miles an hour. In many sections there is alternate-side parking so each side is swept on succeeding days. The Times Square area and some other downtown sections are swept by the night crews in the early morning hours while the city sleeps.

The 13 incinerators, glowing with 2000-degree heat 24 hours a day, six days a week, can still handle only a third of all the waste. All refuse, burned and unburned, is loaded onto barges, covered with nets, and shipped to a 2,600-acre reclamation area on Staten Island or trucked directly to other landfills where it is used to build park areas at the rate of 250 acres annually. The refuse is compacted, sprayed, then covered with two feet of sand.

In order to clean streets properly, parking regulations must be rigidly observed. If a car is misparked, the police department notifies the sanitationmen. A driver and his



Above: Dominick Paone and Anthony Scardigno dump cans into a garbage truck. New York DS men must collect and dispose of more than 12,500 tons of refuse every day of the year.

At right: One district sends a force out to begin day of cleaning up. Each team gets assignment card. In an average day a man on a collection truck will walk 13 miles, carry or roll a can averaging 46 pounds for one mile.





A Teamster and a crosswalk scraper push snow down a manhole. Recent spring snowstorm sent thousands on extra duty list. Estimate was removal would cost over \$7 million.

helper tow it in. The luckless violator gets his car back after paying a \$10 towing fee on top of a \$15 fine! Just before annual auto registration time, DS men find an average of 1,000 abandoned "jalopies" to remove when owners decide they aren't worth relicensing.

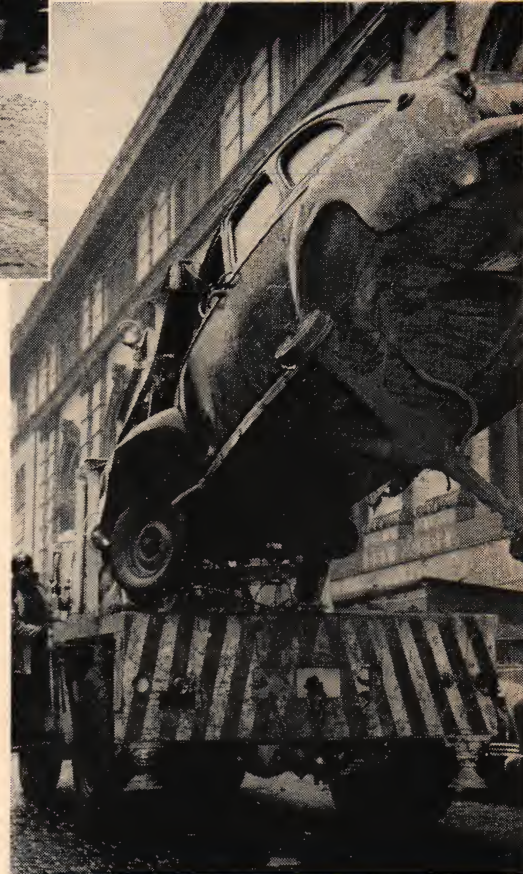
Curious items must be removed from time to time, such as dead bears, a stranded whale, thief-stripped autos, defunct elephants and even an airplane which crashed on a city street.

Sometimes people accidentally throw away, then want back, some remarkable items; all in a day's work for the DS men. A doctor mislaid five capsules of radium worth \$1,300. They were found in the middle of a bargeload of

garbage; a geiger counter did the trick. Other strange finds included nine sticks of dynamite (unclaimed), and such varied items as bridal veils, war souvenirs, and, in one instance, a zealously housecleaning widow inadvertently tossed away the urn containing her departed husband's ashes (which DS men rescued for her).

The men sometimes turn "farmer" as they harvest and burn the city's crop of marijuana which grows, by either accident or design, on vacant lots. One year, in 33 separate locations, they uprooted and burned two tons of the drug-bearing weed.

But drugs and dead whales pale into insignificance when contrasted with parades; the biggest headache



This auto was stolen and stripped of everything, even springs, then abandoned near Hudson River. Ernest West hoists it, will take it to the pound.

DS man is sworn in by Jacob Menkes, deputy commissioner, at disciplinary hearing on collision charge. Louis Iucci, Teamster counsel, seated right, represents Local 831 man. At this actual hearing man was given only a reprimand.



This sweeper, called a Wayne Broom, moves along Gotham streets at a steady 8 miles an hour with Walter Miller in the cab. Alternate-side parking aids in making curb available for sweeping. Night shift cleans theater area.



The day-to-day clean-up of more than 12,000 miles of gutters is prosecuted here with broom and can-carrier by George Selzer, also seen on title picture, page 8.



Fully-equipped clinic serves health needs of DS men, prone to sickness, accidents by nature of job. Dr. Samuel Mufson checks over Conrad Trezza.

This photo was taken during negotiations with the Sanitation Department on February 10. Seated second right is John De Lury, L. U. 831 president, talking on question.



of all with the possible exception of violent snowstorms. Last year there were 14 major parades which resulted in a collection of 55 tons of litter and debris. The biggest mop-up came following the St. Patrick's Day fete which yielded 14 tons.

But St. Patrick was topped by the most spectacular of all terrific parades in New York history; that held for the returning General Douglas MacArthur in 1951. This produced the fabulous parade litter of 3,249 tons of debris . . . not to mention the six ladies' girdles either hurled in elation or simply abandoned during the frenzy of the Big Town reception!

SNOWS MEAN TROUBLE!

The department rallies like a beleaguered army when a big snowfall comes. Trash collections are temporarily abandoned and all hands fall to the task of keeping the streets passable. They still talk about the big fall of '47 when Gotham was almost paralyzed by a staggering 26-inch snowstorm. At the height of the battle, 20,000 men worked feverishly on snow removal and, in a two-week period, the department spent \$5 millions on extra help.

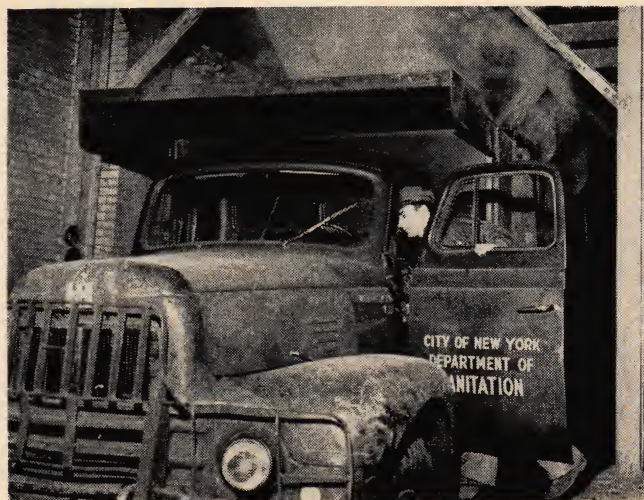
The year-around battle, though, is against the careless attitudes of the people themselves, expressed as it is in littering. Over 25,000 wire baskets have been spotted over the city's five boroughs; 11,796 on the island of Manhattan. "Litterbugs" are liable to arrest for throwing



Salvatore Bisogno, DS man and L. U. 831 member, was one of many to win Medal of Valor for saving life. He gets medal from N. Y. Mayor Wagner.

debris on the streets or sidewalks either by the regular police or by the 250 sanitation department patrolmen; also members of Local 831. For such offense and for using the "midnight airmail" (throwing refuse from upper story windows) and building "ice cream cones" (piling garbage on top of containers), the department hands out an average of 12,000 court summonses a month. With such enforcement, it is no accident that New York is becoming a cleaner city. Another

Dump trucks are kept busy hauling burned refuse from the 13 incinerators to barges or direct to landfills. John Grella will take this load to 59th Street scow landing.





This scow of residue, carefully covered with netting to avoid littering of waterways by blown refuse, will help build parkways and recreation areas in city. Refuse used in reclamation makes new land at rate of 250 acres annually.

reason is the saturation of workers (one DS man for every 835 inhabitants) and the money being spent (\$7.88 per capita).

Another seasonal problem is leaf collection. If you should believe only one tree grows in Brooklyn, ask any DS man in that county! And it usually is several weeks before the last of more than 1,000 truckloads of Christmas trees are disposed of.

Should war come, the DS men will draw on their training as Civil Defense workers assigned to street-

clearance and demolition. Their theory has already been put to practical test in several hurricanes as they work to clear away blown-down trees, poles, and other storm-carried debris.

DS ROOKIES GO TO SCHOOL

Each man, on being accepted by the department after passing his health examination and civil service tests, attends a department school for two weeks. Here he receives an indoctrination course and instruction in a variety of subjects such as

the proper way to lift, traffic regulations, first aid and rescue work.

Sanitation men are frequently on hand, as they move about the city, when tragedies strike and many have taken part in heroic rescues. A department Medal of Valor has been struck to reward the courage and quick action of DS men who have saved lives. These medals are awarded to those who qualify with appropriate ceremonies, usually by the mayor.

Every DS man is under civil service regulations and protection and, as such, does not have the right to strike. If any infraction of departmental rules is charged, the accused must appear before a disciplinary board for a hearing. If found guilty, he may receive as punishment anything from a reprimand to a "make-up" (working one or more days without pay) or even discharge from the department. But every accused man is represented at his hearing by a Teamster counsel who advises him and protects his best interests.

The department has a high spirit of group integrity and morale and maintains a first-class marching band and a crack 180-man drill team always in demand for parades and civic celebrations.

Since the sanitationman's job is so arduous and hazardous, exposed

(Continued on page 24)

Sanitation patrolman Robert Dahl gives a summons, one of 12,000 monthly, to householder charged with misuse of containers.



One of the 230 street flushers moves along a Manhattan street in the never-ending battle to keep the nation's largest city clean. Driver of the rig and 10,399 other sanitation men are members of Local 831.



Ohio Turnpike Offers Special Facilities For Truckers



Special washroom for truckers afford private accommodations.



Special parking areas for trucks are provided at all service plazas.



Coffee with a smile is served by waitress at special counter reserved for truckers at each of the service plazas. Here drivers can enjoy the informal companionship of other drivers.



A driver enters one of the special washrooms reserved for truckers on turnpike.

EXCLUSIVE eating and wash-room facilities are now being offered truck drivers at 16 service plazas along the Ohio Turnpike.

These facilities are reserved at all time for use of truckers who, of course, are free to make use of any dining, clean-up or other accommodations for turnpike travelers.

Installation of special restaurant and restroom facilities was made after a survey by the Ohio Turnpike Commission, which included personal interviews with truck drivers and other industry personnel.

Every service plaza has a large parking area reserved for trucks, with a special pump island where both gasoline and diesel fuel are available. Special driveways allow truckers to reach the reserved area and pump island without interferences from autos, buses or pedestrians.

Truckers' washrooms have the best refresher of all—facilities for a shower.



EDITORIALS

Informing Congress

The Second National Legislative Conference of the Building & Construction Trades Department unions last month in Washington was an impressive demonstration of willingness on the part of unions to tell Congress something about their problems.

A year ago when the first conference was held some 1,500 delegates attended, many with considerable reservations about the wisdom of the effort. This year 2,500 were present which is a strong indication that the 1955 effort was a decided success and worth enlarging upon this spring.

The affiliated unions were wise in their general program. They came not as a pressure group, bearing down on Congress. They came armed with the best weapons in the world: facts. At the general meeting, the members were given a kit of charts, bills and detailed data on the various measures—Taft-Hartley, Davis-Bacon, housing and construction.

When the members went to Capitol Hill, they were equipped to talk with the members of Congress on the basis of factual evidence, not theory. What success they had can be written only in terms of legislation enacted. This is an election year and it is more than probable that the educational efforts will have certain well defined effects in the weeks and months ahead.

Tomorrow's Scientists

We are hearing more and more these days about the shortage of engineers, technicians and scientists required for the world of tomorrow. We need a great deal more in the way of trained engineering personnel for our peacetime and defense needs than we are getting. Authoritative voices are being raised to sound the clarion call for more trained young people in the vital physical and natural sciences.

Recently Dr. George G. Manov of the Atomic Energy Commission in addressing an audience of future citizens at a New England school put the problem bluntly. His statement is as good an editorial as any which might be written on the subject. He said:

"Many voices have been raised calling attention to the very disturbing shortage of scientists and engineers and of science and engineering teachers, and to the distressing realization that this shortage will become considerably worse before we can possibly correct it. We have estimated that in the next 25 years we shall need at least 23,000 engineers and scientists in the field of civilian atomic power alone. To meet this requirement we should be training between 2,000 and 3,000 such engineers and scientists per year. Actually, the

United States is training less than one-third this number. The U.S.S.R. is outstripping this country in the number of scientists and engineers produced, and the gap in the quality seems to be closing fast."

A Great Frontier

In this issue of THE INTERNATIONAL TEAMSTER appears an article on the organization of sanitation workers in New York City. This article on the fine job our people have done in this field may come as a revelation to many of our joint councils and local unions.

In our national trade division meetings the problem of enrolling into our union the many potential municipal, county, and state employees has been often discussed. The action taken in New York will show our joint councils in other areas what can really be done in this type of organization.

We must be on the constant lookout for organization frontiers which can and should be developed by Teamsters. This one in the sanitation field is certainly one. In the cities in which our people have not tapped this source of membership, we would strongly recommend action. Such action would greatly strengthen our union and would in turn be of great service to those members who are affiliated with us.

An Alarming Drop

The Department of Agriculture continues to report bad news on the farm income front. Early last month the Department announced that last year farmers' income dropped more than a billion dollars—and a billion dollars ain't hay even in these days of fancy dividends.

This means that \$1,000,000,000—repeat \$1,000,000,000—less will be spent on goods, services and items made and provided by American commerce and industry. It means that a billion dollars in purchasing power has been subtracted from the national economy.

In connection with this decline in income we are reminded of the great changes taking place in agriculture. In 1920 almost one-half (49.3 per cent) of the nation's farms were less than 260 acres in size and only 23.1 per cent, less than one out of four, were 1,000 acres or more.

In 1950, says a U.S.D.A. census, the picture has greatly changed. The number of farms of less than 260 acres, the small family farm type of holding, had fallen from 49.3 per cent to 32.1 per cent. The bigger farm, 1,000 acres or more, had increased from 23.1 per cent to 42.6 per cent.

In 1954, reports the Department, 25 per cent or one out of four American farms, were classified as "very

large" and 60 per cent or three out of five were classified as "large family farms." In other words the total of large family farms and very large farms were 85 per cent of the total whereas only 15 per cent of the farms were "small family farms" or part-time farms.

An increase in productivity has resulted in constant technological change in agriculture. A century ago we used 12.5 acres of farm land per capita to supply our farm needs. Today we use only seven acres. All of this is adding up to show the decided mechanization of farming.

These are disturbing trends—declining farm income, declining farm population with less and less of our family farms. All of this spells profound changes in the fabric of our society and adds up to problems which call for searching efforts and cannot be glossed over with temporary political palliatives. Thus we see the "farm problem" as no temporary matter, but one deserving and demanding our most diligent efforts.

Engineers' Unionization

An increased degree of attention is being directed by the engineering profession to the problem of unionization. This matter comes as no surprise to traditional trade union people, but apparently is proving somewhat disturbing to management experts.

Recently the labor relations head of a large chemical concern addressed the American Management Association and said that "... engineers have become more vulnerable to unionization in recent years." This speaker pointed to the many gains which have been achieved by production workers through unionizing. In fact, his address was a great tribute, probably unconsciously, to the great advances made by American trade unions for their people.

These gains have been continuing demonstrations of results which the professional engineer is looking at with no small degree of interest and in many cases with some envy. And it is interesting to see why engineers are looking toward unions for help. It seems that, according to this labor relations expert, that companies are niggardly about giving their engineers time off for professional meetings and are a little close with salary increases. In today's engineers' market, this sort of treatment cannot be tolerated and hence there is often an expensive turnover.

Engineers see in numerous areas that many highly trained and skilled people are in unions—teachers, concert artists, actors, siderographers, airline pilots and many others.

Industry is seeing the handwriting on the wall. There is a real opportunity for aggressive unionization in the professional engineering field. Will the challenge be met by unions before management awakens to its own sins of omission?

Military Reserve Week

During April the nation will celebrate Military Reserve Week and it is a week during which Americans

should direct particular attention to our national security.

A sound and growing reserve program is essential to support our defenses. During this week special emphasis will be given the six months reserve training program which is sponsored by the National Security Committee.

The reserve program, generally speaking, has been short-changed. Much more attention and emphasis to the aims of this program should be given by the public at large. We fear that the talk and publicity given to "push-button warfare," to the effectiveness of guided missiles, atom warheads and other new apparatus of the future has discouraged potential reservists.

Too many young men feel that warfare has become, like much of industry, "automated." In other words, the defense experts in ballyhooing their achievements in new weapons and gadgets have apparently neglected the human element and in doing so are defeating their aims to have a decent reserve.

We think the Pentagon might well be advised to pay some attention to the human aspects of training—more so than appears to have been given in the recent past in the publicity. Unless emphasis is given the human relations aspect of training and defense, the nation will continue to have difficulty in mustering a decent reserve.

Perhaps Military Reserve Week would be a good time to direct and sharpen the focus on the man rather than the machine for a change.

Emergency Teamwork

Recently an excellent illustration of emergency teamwork in the interest of humanity showed up in the news.

An alarming epidemic of polio broke out in the Argentine and a call was sent out for iron lungs. The Pan American Sanitary Bureau in Washington, D. C., which is the regional office of the World Health Organization for the Americas immediately purchased 21 iron lungs. The U. S. Air Force flew these iron lungs to Buenos Aires for use in the epidemic.

In addition to the iron lungs two polio experts were sent to the Argentine by the National Foundation for Infantile Paralysis.

The experts and the iron lungs were dispatched with speed in the interest of alleviating the serious distress caused by the epidemic. This was a matter of being a good neighbor in the interest of life and afforded a refreshing and satisfying piece of news in contrast to the many headlines the world over which are spelling out death and destruction.

EDITOR'S NOTE: The General President's Letter, which usually occupies the first pages of THE TEAMSTER, was withdrawn from this issue so the space could be devoted to a report on the untimely death of Raymond F. Leheney, director of the Union Label Trades Department and for many years a dynamic figure in the Teamster Movement.



Six hundred members of Local Union 215, Evansville, Ind., volunteered their services to move St. Mary's Hospital into a new building. The line of trucks shown above are waiting to unload cargoes of furnishings.

TEAMSTERS MOVE A HOSPITAL . . . IN ONE HOUR, 40 MINUTES!

Six Hundred Members Donate Services To 'Operation Good Neighbor'—Giant Evansville Hospital Transfer

THE men of Local Union 215, Evansville, Ind., led the people of the city in a nationally-publicized move of all the 97 patients, equipment and furnishings of St. Mary's Hospital in that city in a clockwork operation from the old to a new building. The move was aptly named "Operation Good Neighbor."

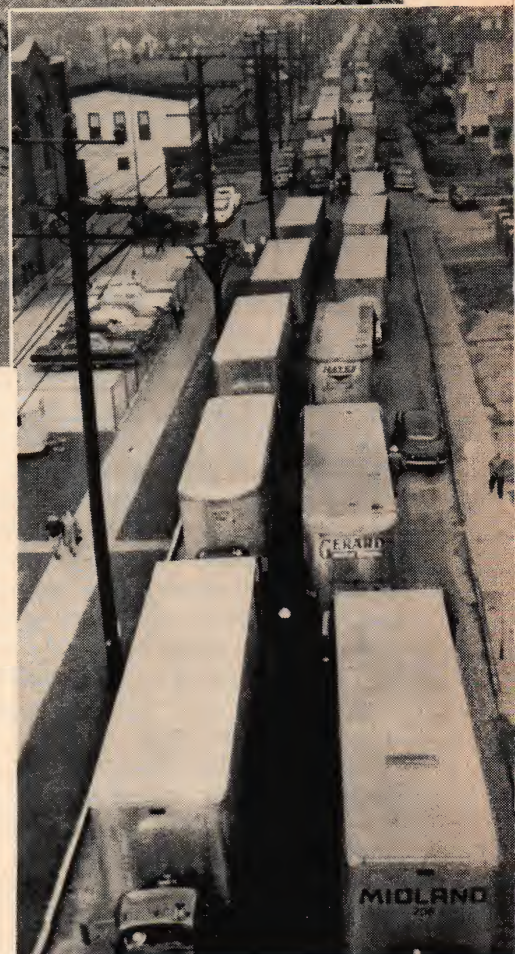
Six hundred Teamsters donated their services to carry equipment and drive the 110 trucks donated by the Southwestern Indiana Motor Carriers Association.

The entire patient move took place in 1 hour and 40 minutes beginning at 6:58 a. m. March 10. In all, 69 went by truck, 20 by

ambulance and two by cab. After the patients were out of the way the Teamsters tackled the furnishings and equipment of the hospital, including heavy laundry and kitchen equipment, and by sunset everything portable was in place at the new building.

The volunteer Teamsters not only drove their equipment in making the move, but did the "fetch-and-carry" and therefore unromantic part of the removal job. Teamsters picked up, loaded, unloaded and finally placed in position the thousands of pieces of equipment, from the smallest to the largest.

Leading the small army of Teamsters were Clyde Birdsong, president



All 97 patients were moved in a flat 100 minutes along seven-mile route with four beds in each van seen in above photo. Trucking companies donated equipment.

of Local 215, and Clifford K. Arden, secretary-treasurer of the Evansville local. The Teamster participation was acknowledged to have been a highly successful public relations gesture in addition to the simple good it accomplished the hospital which serves the needs of the Evansville community.

Evansville newspapers made the story a front-page feature in Saturday and Sunday editions, detailing the planning and work of over 800



These officers and members of Local Union 215 took part in the removal of all patients and equipment of the Evansville hospital. Nationwide publicity was given "Operation Good Neighbor" in which more than 800 workers participated.

Five members of L. U. 215 are snapped as they emerged from the old hospital doing the real work of transferring equipment between points.

volunteers whose activities consisted primarily of assisting, directing, feeding, photographing and otherwise attending to the 600 Teamsters and their 97 patient charges-for-the-day.

After the patients were removed, a refrigerated dairy truck loaded and moved the hospital's blood and plasma stock. There were 100 volunteer registered nurses who work regularly in public health offices, industrial plants and physicians' offices to aid with the transfer. Each truck took one of these for each of four bed patients loaded into the vans.

Each of more than 6,000 items had been previously tagged and every person participating was handed written instructions on what to pick up and where to place it in the new building. Trucks were loaded 12 at a time after the patients

had been moved. Not a truck made a return load. Only one flat tire marred the move and it was repaired inside five minutes by a repair truck which roved along the 6.8-mile crosstown route.

The route had been barricaded by police and trucks moved along three abreast. Dispatchers at the new hospital working with mobile radio-telephones directed the traffic. Men were placed on each floor of the new building to direct the placement of equipment, also using "walkie-talkies."

The lawn of the new building was covered with aircraft landing mats to support the trucks. Hand trucks and carts were donated for use in spotting equipment in the building.

Cafeterias at the hospitals, old and new, served the movers and other workers with donated food including hot dogs, soft drinks, dough-

nuts, coffee, cheese, rolls and milk. Each patient carried with him a paper bag containing all drugs and sundries he would need until the hospital settled into routine in the new building. National guardsmen, state troopers, civil defense men and sheriff's deputies reinforced the local police to patrol the route.

It was said to have been one of the largest complete hospital moves in medical history and was carried out in record time with but one casualty . . . and that to a Teamster. The volunteer Local 215 member had just loaded two nuns of the hospital staff into his cab for the run to the new building when he heard an ominous r-i-i-p from the south section of his trousers. The cab company dispatcher rushed to his rescue; an emergency call went out and the abashed casualty was replaced by a new driver with newer britches.

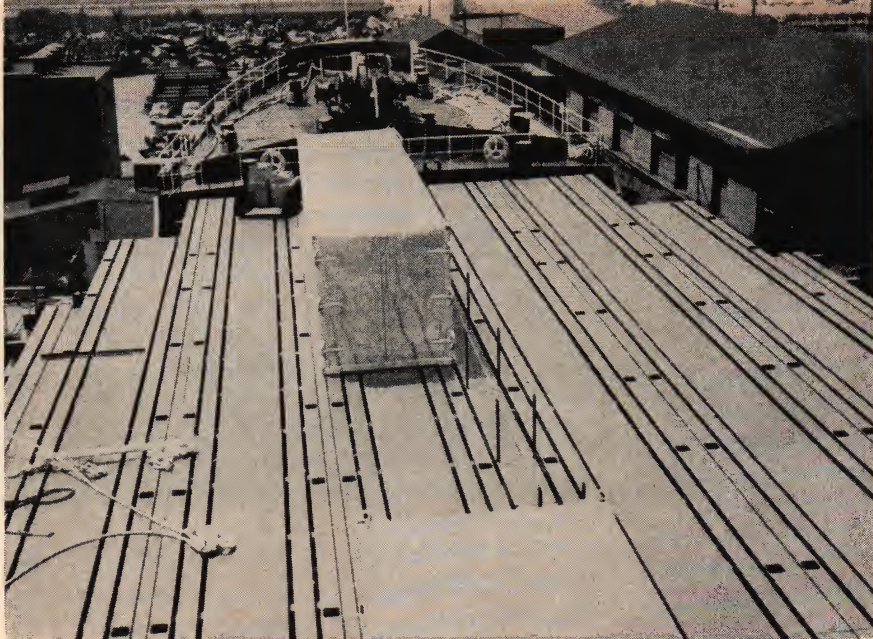
Judy Kitzinger, first patient moved, poses with her nurse and Clyde Birdsong, L. U. 215 president, and Clifford K. Arden, secretary-treasurer of the local.



As the move of the hospital is completed, a crowd of tired but gratified Teamsters and volunteer workers gather to hear Sister Justina, administrator of hospital, express thanks of hospital for a job well done.



Truck Trailers Go To Sea!



A view of a portion of the foredeck of the converted T-2 tanker which will carry sealed trailer bodies driven to dockside. The bodies will be lifted on deck by crane, then similarly unloaded at ship's destination. Proposal of Pan-Atlantic would do away with needless handling of cargo.

New Type Highway-Ocean Transport Promises to Promote More Freight Service for Trucks and Tankers

A NEW type of highway-ocean transport between the East Coast and Gulf Coast is scheduled to go into operation during the month of April, according to Pan-Atlantic Steamship Corp., Mobile, Ala.

One form of new land-sea service will see sealed cargoes from highway trailer chassis' loaded at origination points, taken to dockside, and hoisted aboard specially-converted tankers. They will then be transported to the destination port, dropped on duplicate trailers and trucked to the consignees. The first sailing from New York to Hous-

ton is expected to take place during April.

A second service for which no specific date has yet been set would roll a maximum of 240 highway trailers aboard a specially-designed ship, the tractor disengaged, and the trailer and contents would make the sea voyage to be met at the destination port by other tractors which would then take the trailers to the consignees' doors.

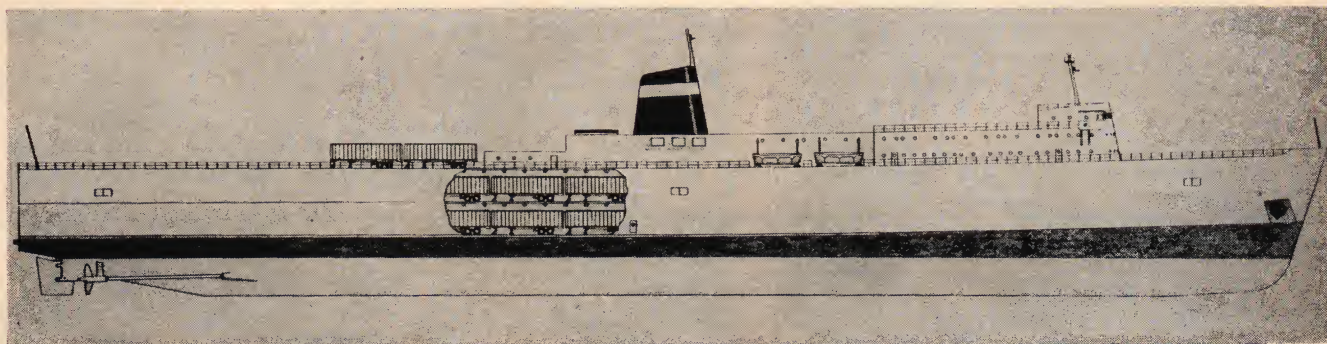
The two proposed services are intended to combine the advantages of low cost water transportation and the

flexibility of door-to-door motor freight service.

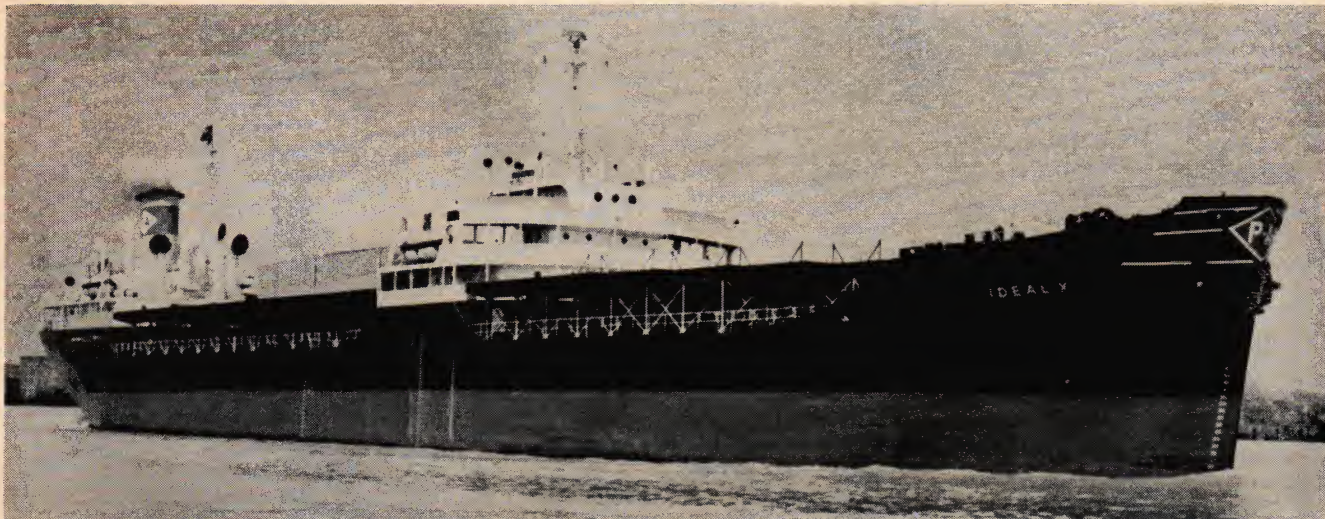
The first type of service calls for specially-constructed cargo carriers which fit on a trailer chassis. Loaded and sealed, they would be trucked to dockside where a crane would lift the containers off the trailer chassis and drop it inside the converted tanker. The van measures approximately 32 feet long, 8 high and 7½ wide with a cubic capacity of 1,980 feet and a carrying capacity of 40,000 pounds. Each tanker can carry 58 loaded vans.

It is contemplated that the first service will be between Houston and New York.

Construction of the trailer-transport ships is expected to be accomplished with private capital. Nevertheless, it is expected that the venture will be a material contribution to the nation's security requirements.



Second proposal for highway-seaway transport link would be this "trailer ferry" which would accept up to 240 loaded trailers via special ramps. Ship would then run from North or South Carolina port to ports in New York and New England, bypassing congested traffic areas. The ship, loaded in 4 hours, could make speed up to 20 knots.



A view of the "Ideal X," one of two T-2 type tankers converted for Pan-Atlantic's new Sea-Land service. Addition of special deck permits tanker to haul 2,320,000 pounds of dry cargo in sealed trailer bodies. With a half-year of trials over, the vessels are expected to begin service between ports of New York and Houston sometime during April.

It was announced as far back at the first of 1954 that the Military Sea Transportation Service had requested funds to begin construction of a "roll-on roll-off" ship of a type similar to that proposed by Pan-Atlantic. In the eventuality of hostilities, the ships probably would be of much military value.

By helping to restore water service which formerly existed on the East Coast, the service will fill an important need for dry-freight water transportation between points along the Eastern Seaboard (in which truck companies and Teamsters will share). Considerable coastwise service was never resumed after conventional dry cargo ships were taken out of this service for use overseas during World War II. Vessels operating in coastwise service were reduced from 490 in 1938 to only 196 in 1948.

The second type of service is a motor freight adaptation of the sea-train principle" where railroad cars were loaded aboard ships. A special-design ship by Bethlehem Steel Co. will be 650 feet long and make 20 knots. The conventional highway trailers will be rolled right aboard, the tractors disengaged and the ship will ply between a South Atlantic port, probably Wilmington, N. C., or Charleston, S. C., and two North Atlantic ports, New York and Providence.

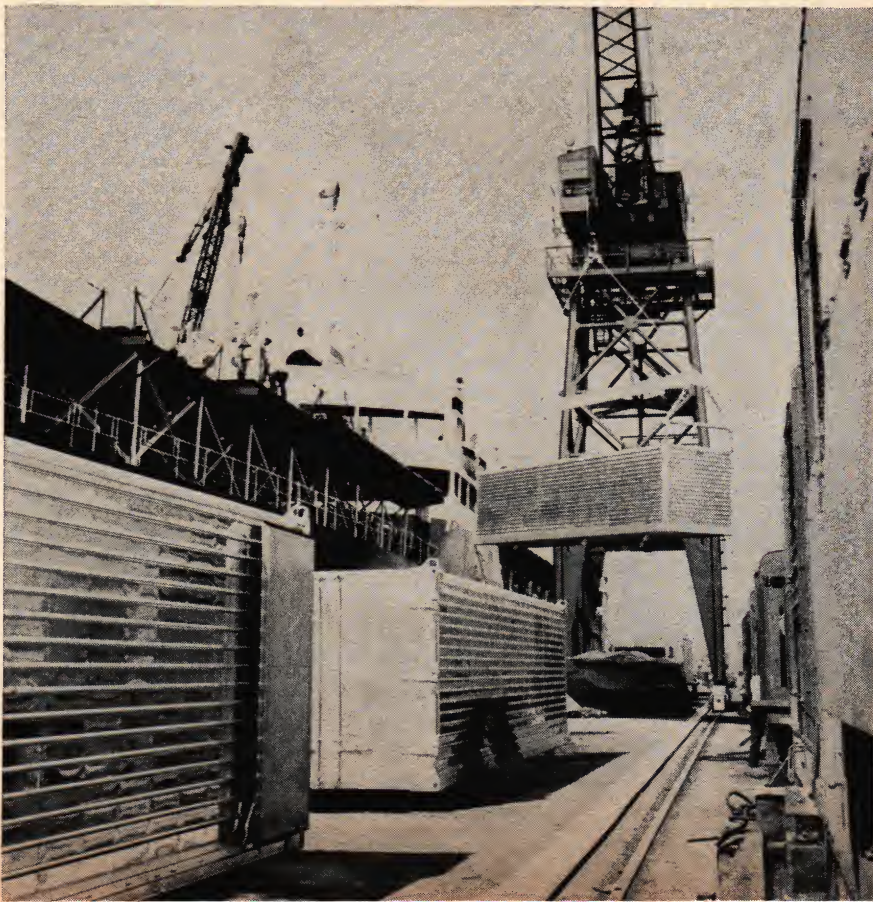
It is expected that a full load of 240 trailers could be put aboard in under four hours. Because of the

design of the ship and its loading ramps, loading and unloading can be carried on simultaneously.

It is contemplated that the best interests of Teamsters will be served if the new service proves popular since they will have the job of trucking to ships and also from ships rather than only one run. Job pay can reasonably be expected to scale higher on the greater number of short runs than on the longer overland runs. Also, the drivers will

have participation in sea cargo which otherwise might be loaded into rail cars at origination points and unloaded onto vessels. In addition, the services provided by the new type of land-sea transportation may result in more cargo being moved via trucks (and sea) which formerly moved via rail alone or sea alone. And, from the non-financial side of the driver's life, he can reasonably expect to have more at-home time than if he were on overland runs.

A giant crane raises a loaded trailerbody onto the special deck of one of Pan-Atlantic's new "fishyback" land-sea vessels. Proposal will, if popular, divert additional freight service to truck interests which will make pickups at origin, take to dockside and make destination delivery.





Two members of the American Legion honor guard raise the flag at the new Denver Joint Council of Teamsters headquarters building at the dedication ceremonies.

Frank W. Brewster, president of the Western Conference of Teamsters, headed a delegation of conference officials from the 11 Western States.



DENVER TEAMSTERS IN NEW HOME

A NEW headquarters building for Joint Council 54, Denver, Colo., is the latest structure to be added to the growing list of those owned by local unions and joint councils of the International Brotherhood of Teamsters. The building was recently dedicated and is now occupied by the ten local unions serving more than 12,000 Teamster members of the joint council.

The dedication in Denver when the building was formally opened

was a double-feature affair: dedication of the new Teamster home for the joint council and a testimonial by Teamsters from all Western Conference States to R. L. "Sam" Voorhees, retiring council president.

The ceremonies in Denver were marked by the attendance of Teamster leaders from all parts of the West. Included were Vice President Frank W. Brewster, who is also president of the Western Conference of Teamsters; Vice President Joseph J.



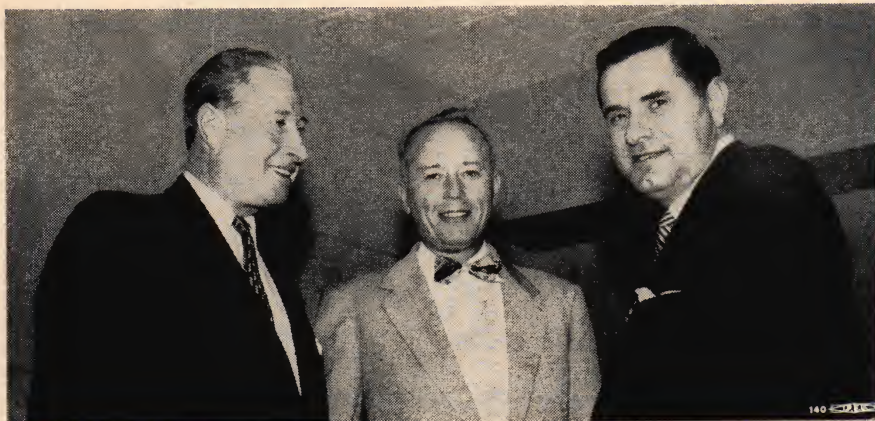
John J. Sweeney, secretary-treasurer of the Western Conference of Teamsters praised the Denver, Colo., joint council for its organization progress.

Diviny, San Francisco, Calif., Western Conference Secretary-Treasurer John J. Sweeney and many others.

The new building is of the one-story functional type, designed to provide the utmost in convenience for service of local union offices and meeting halls for the locals and joint councils.

Located at 3245 Eliot street in Denver the new building replaces the old Bannock street structure

Among the visitors to Denver to witness the dedication were (left to right) Vice President Joseph J. Diviny, San Francisco, Calif.; C. C. Evanson, Portland, Oreg., and Pete Andrade, Western Cannery Council Director, San Francisco.



which had been "home" for 17 years for joint council affiliates.

Every room in the new building has air conditioning facilities and the building has a gas heating plant and four meeting halls which will seat from 40 to 600. The building also has an apartment for the caretaker.

Brewster at the ceremonies hailed the building as a "symbol of Teamster progress in an area faced with many complex problems." Sweeney called the building "one of the finest in the 11 Western States."

Voorhees told Teamsters at the dedication of the time and effort which went into the realization of the new building—a dream of nearly half a century. Referring to the early days of the joint council he said that of the officers representing the locals two pioneers are still on the job—himself and Dan Ryan of Local 435.

Mr. Voorhees retired as president of the joint council. Serving with him as joint council members and listed in the handsome dedicatory brochure were Vice President Herbert C. Bailey; Secretary-Treasurer Daniel J. Ryan; Recording Secretary Paul J. Ashcraft, and three trustees: Guy E. Downing, Edward F. Hogan and A. J. Stucker.

John Teel served as president of the Teamsters' Building Association; Howard Coffey as vice president and R. L. Voorhees as secretary-treasurer. On the board of directors for

the building were Guy E. Downing, Richard E. Rhodes, John E. Salter and Daniel J. Ryan.

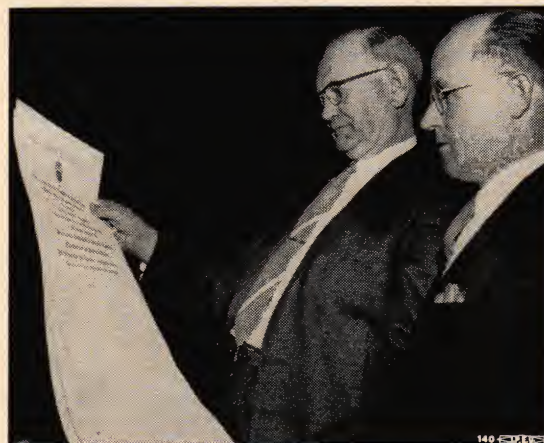
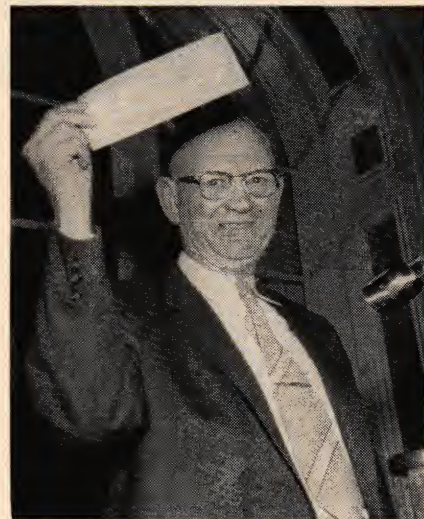
In addition to Vice Presidents Diviny and Brewster and Conference Secretary-Treasurer Sweeney other guests included: International Representatives Clyde Crosby, Portland, Oreg., John Annand, Los Angeles, Calif., and George Mock, San Francisco, Calif.; Joseph Dillon, Western Conference Warehouse Division director; Jack Williams, Laundry Division director; Peter Andrade, Cannery Division director; and R. R. Mikesell, Oregon Joint Council secretary.

Upper right: R. L. "Sam" Voorhees holds up a check presented him as part of the "Voorhees Day" which coincided with the dedication of the new building.

Right: A joint council official presents the flag to the American Legion honor guard at the opening day ceremonies in Denver.

R. L. "Sam" Voorhees, retiring joint council president studies a tribute tendered him by the Teamsters in honor of his long service to the joint council and local unions affiliated with it. With him is J. E. Salter.

A dinner was held in connection with the dedicatory day ceremonies. Guests included local officers and conference officials from all parts of the West.



Also attending were many local officers including Jack W. Estabrook, Local 206, Portland, Oreg.; Lew Cornelius, Local 162, Portland; C. C. Evanson, Local 809, Portland; Verne Melton, Local 741, Seattle, Wash.; John Phillipoff, Local 208, Los Angeles; Harold Lopez, Local 85, San Francisco; Frank Matula, Local 396, Los Angeles; William McDermott, Local 81, Portland, and many others.

HOPES ARE RISING FOR CANCER CONQUEST

HEARTENED by recent successes over polio, research teams are now turning their big guns on this country's Public Enemy No. 2—Cancer.

As designated by President Eisenhower and the Congress of the United States, April is Cancer Control Month. The American Cancer Society has adopted for their \$26,000,000 crusade the slogan: "Fight Cancer with a Checkup and a Check."

Cancer is widespread throughout the vegetable and animal kingdom, although pre-eminently it occurs in humans. Cancer is considered a disease of middle and old age but may occur at any time of life. In infants, from birth to six years of age, cancer occupies second place in frequency as a major cause of death.

Since the turn of the century science has made great strides in conquering various communicable diseases that once were themselves great killers. However, since 1900 Cancer death rates have steadily continued to mount. In the last ten years alone, Cancer has deprived 825,000 families of their breadwinner.

ALL-OUT WAR

In 1955 a group called the American Cancer Society was formed and began an all-out warfare against this relentless killer. The Society's ally was the public from whom it deprived its funds and its weapons were the scientist who were to use these funds to drive for an unconditional surrender of this disease.

What has been accomplished since the foundation of the American Cancer Society?

In the chemical field, scientists have found scores of promising compounds that in animals have the basic qualities of selectively poisoning cancer cells, or of starving them out, or of disarranging chemical balances to halt cell growth. They are investigating the role of hormones in cancer causation and their effective-

ness in treatment of cancer. They are designing new ways of bombarding cancer cells with X-rays, electrons and radiation from by-products of atomic reaction. They are seeking to "train" viruses to attack cancer and they are trying to understand and fortify the body's natural defenses against cancer.

INHERITANCE IN ANIMALS

In animals, inheritance is a factor in the development of cancer; does heredity enter into human cancer? To assess this possibility, studies are pressed through many generations of laboratory animals.

Viruses are known to cause cancer in chickens. The possibility that viruses may be a factor in human cancer has been neither proved nor disproved. But, since certain viruses have been observed in animals to localize in tumors and destroy them, research is being devoted to the possibility that viruses might be adapted as agents for cancer treatment.

Another significant ally fighting with the scientist against cancer is an enlightened public.

The number of persons who have had a cancer examination has risen from 14 per cent in 1948 to 31 per cent today.

One of the most dangerous things about cancer is that pain is seldom an early symptom. By the time pain is felt it is often too late to save the patient. What, then, can be done by the person to protect himself and his family?

YEARLY CHECKUP

First: Have a thorough checkup once a year. This is especially important if you are in the danger period—from age 40 plus.

Second: Learn the seven danger signals which may mean cancer—(1) any sore that does not heal; (2) a lump or thickening, in the breast or elsewhere; (3) unusual bleeding or discharge; (4) any change in a wart or mole; (5) persistent indigestion or difficulty in swallowing; (6) persistent hoarseness or cough; (7) any change in normal bowel habits.

Third: Don't take "home remedies." There are only two proved ways to cure cancer: Radiation and surgery.

Such home remedies may keep you from a reputable doctor until too late. The AMC reports that out of four people with cancer three die but one of these three might have been saved by an earlier diagnosis.

AFL-CIO President Meany recently urged the 15,000,000 members of this union to "Fight Cancer with a Checkup and a Check" in 1956 and "if possible to serve the April Crusade as volunteers."

Harry Jennings, Labor Pioneer, Dies

P. Harry Jennings, a pioneer in the labor movement, died on January 29, at the age of 81. He was associated with the labor movement and the International Brotherhood of Teamsters for over 50 years, until his retirement in 1947 because of illness. He was general organizer in New England of the International



Jennings

Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers from 1927 to 1947.

He began his career at the age of 18 with the Armstrong Transfer Company. He was a member of Local 68, the oldest Teamsters' local in America and later a member of Local 379.

Some of the posts he held are: Recording secretary, Teamsters' Benevolent Association; president, Teamsters' Joint Council; president, Boston Central Labor Union (3 years); business agent, Boston Central Union (13 years); vice president, International Union (16 years); member, International Executive Board; vice president, Massachusetts State Federation of La-

(Continued on page 26)

*Morse, Hoffa and Mohn Principal
Speakers at Thirteenth Annual
City-Wide Conference of Local 688*

**400 HEAR CALL
TO 'POLITICAL ARMS'**

U. S. SENATOR Wayne Morse and International Vice Presidents James R. Hoffa and Einar Mohn were principal speakers at the Thirteenth Annual City-Wide Shop Conference of Teamsters Local 688 in St. Louis on January 29.

Local 688's annual day-long conference this year featured a morning discussion of future bargaining policies of the union, an afternoon devoted to speeches by Senator Morse, Vice President Hoffa, and a discussion of future political action policies of the union, and an evening banquet featuring speeches by Vice President Mohn and by Moshe Rivlin, New York vice-consul from Israel. Harold J. Gibbons, secretary-treasurer of Local 688, led the discussions before 400 rank-and-file delegates chosen by the membership.

Senator Morse warned that "labor talks a good political fight, but often falls short of carrying out a good political fight. In this year of 1956, it is more important than ever to get labor and farmers registered and out to vote."

T-H AMENDMENTS

He also called for amendments to the Taft-Hartley Act which would end injunctive abuses, take away the power of the states to enact right-to-work bills, and correct the abuses made possible by the secondary boycott clauses of the act.

Vice President Hoffa told the delegates that "we'll fight anyone who fights the Teamsters. It may be a politician or it may be an em-

ployer, but whoever it is they're in for a fight if they try to hurt the Teamsters."

Hoffa warned that "we're going to have to fight on the political field to save our economic gains and make more gains. But let's don't be too one-sided in our politics. Remember the anti-union Democrats, and remember that an anti-union Democrat is just as bad for us as an anti-union Republican."

Hoffa pointed out that "for the first time in the history of the labor movement we have brought thousands of employers under a master agreement covering the Central States, then the South, and finally the Southeastern States. Yet this tremendous job was done without a strike—not even a strike of one day.



Senator Wayne Morse was principal speaker at the conference, outlining issues of the 1956 campaign. Local 688 presented the senator with a citation, shown here being presented by Secretary-Treasurer Gibbons.

"Now for the first time we have stability in the industry. We won raises of as much as \$1.40 an hour over a three-year period. For the first time we got employers to agree to a pension system. For the first time we won vacations and paid holidays in the South."

NEWSPAPERS' LIES

In this reference to the master agreement covering trucking operations throughout the Central States and since spread to the Southern and Southeastern States, Hoffa declared "it is no wonder, after the job we did, that the Teamsters are attacked in newspapers and magazines, and they are cooking up lies about conflicts in the International Union. Let me tell you right now that there is teamwork in the International Union and there are no conflicts."



A view of some of the 400 rank-and-file delegates at Local 688's thirteenth annual shop conference, held January 29 in Chase Hotel, St. Louis. The delegates are voting on one of the proposals at the morning session on future collective bargaining policies of the local.

Vice President Mohn praised Local 688 for the type of conference it holds every year, declaring that "it has been an inspiration to watch this conference and hear the debate on the questions that are close to your welfare."

COOPERATION STRESSED

Mohn also pointed out the importance of the new structure within the Teamsters Union which emphasizes cooperation between local unions and a machinery which "allows all the talent and brains we have, to work together in planning and carrying out our work. It gives us a chance to gather the facts, study the facts, and plan step by step the campaigns to get the wages and conditions we want, and to strengthen the organization to protect the gains."

He pointed out the structure of joint councils, state organizations, regional conferences, and trade divisions "is paying off. It is bringing better contracts and new organization. The close coordination of the employers we deal with, and the legislative attacks that have been made on us with the backing of these employers, make it dangerous to leave anything to chance."

Gibbons, in his keynote speech opening the conference, declared that "the year 1955 was probably the year in which we did more thinking than ever before about our contracts, our programs, our policies and our methods of operation. Just a few days ago, we held two all-day staff meetings in which we literally picked the organization to pieces, trying to find what was right and what could be improved."

MORE DISCUSSION NEEDED

Gibbons asserted that "more and more discussion of our programs is needed. Local 688 was built on the idea of an informed rank-and-file. Unless stewards attend their council meetings regularly, they cannot take information and ideas back to the members and therefore we cannot have a fully informed rank-and-file."

He also called for a build-up of the local's political action program. "More and more economic decisions — on wages, hours, prices, living standards and employment — are



Among guests at Local 688's conference were two International Vice Presidents, James R. Hoffa (left), and Einar Mohn (center). At right is Lew Harkins, national chairman of the Cannery Division.

being made in the area of politics," Gibbons said. "The decisions made in the political field are felt in dollars and cents in your pockets—or taken out of your pockets. We must share in the political decisions as we now share in the decisions on our working agreements."

The conference also adopted unanimously a resolution calling for a

Congressional investigation of the NLRB for its role in the Coca-Cola situation in St. Louis, where Local 688 is trying to get a representation election for 200 drivers. The Union filed for such an election on September 2, and on November 9 the drivers went on strike in protest against delays in obtaining such an election. NLRB has ordered no election.

Teamsters Tidy Big Town

(Continued from page 12)

as he is to all kinds of bad weather, traffic, and subject to respiratory and rheumatoid ailments, the department operates a clinic where they may receive treatment from a staff of 15 doctors, two nurses and a clerical force. There were 35,808 cases cleared by the clinic in 1955. This treatment can range from an aspirin through X-rays to a complete physiotherapy course.

The DS men of Local 831 have a spirited theme song which they sing as they march along in parades or whistle as 10,000 brooms whisk clean the surface of the city. Written

by the late noted composer-playwright, John Golden, it begins:

* "From the Bay to Spuyten Duyvil
Residents welcome our arrival,
Cheering us on to do our work
for all we're worth.
We're the guardians of their health
And if it's true that health is
wealth, we'll make New York
the wealthiest town on earth!"

The title of this stirring anthem is perhaps the most apt ever applied: "Take It Away!"

* "Take It Away" copyright 1943 by John Golden.

TEAMSTERS' LINK WITH HISTORY

THE International Brotherhood of Teamsters maintains a link with history through its contract with Egleston Bros. and Co., Inc.

Established 126 years ago on New York City's waterfront so that clipper ships carrying iron from Britain could easily unload, the firm has had a prominent role in helping to build America.

When the first locomotives were imported from Birmingham, England, in 1830, they headed West on wooden rails capped with strap iron made in the original Egleston plant.

In 1861 the firm sold materials to Capt. John Ericsson to build the first U. S. iron-clad fighting ship, the *Monitor*. It was this "cheesebox on a raft" which made naval history by defeating the *Merrimac* during the War Between the States.

The president of the company today is Albert J. Bragg and the secretary-treasurer is James F. Bragg. Their father was a friend of the master bridge builder, John A. Roebling, and the Egleston company supplied much of the metal for the building of the Brooklyn Bridge.

In addition, Egleston supplied iron for New York's famed Flatiron Building, the old Third Avenue elevated which is now being torn down, and all the New York subways.

PIONEERED IN HEAVY HAULING

The company pioneered in another field—the use of trucks for heavy-duty hauling. More than 40 years ago they helped John Lansden develop the Three-Point truck.

This truck has a rigid I-beam frame surmounted on two railroad-car springs at the rear and resting on the center of a cross-spring in the front. Only trouble with it was that it worked better on paper than it did on early high-crowned roads.

Later the company switched to more conventional trucks and developed one of the best specialized fleets in the country.

It has been under contract with

the Teamsters' Union for almost 20 years, having been organized by IBT Vice President Thomas L. Hickey when he was a business agent. Today, the Egleston contract is handled by John E. Strong, Local 807 president, with the ease which comes only through long-standing familiarity and respect on both sides of the bargaining table.



Above: Early customers were serviced by three horse drays as typified in the picture above. This method was not known for its speed but it served the purpose until the dawn of the horseless carriage.

Right: A fleet of trucks is pictured outside of the 126-year-old Egleston Bros. and Co., Inc., plant. The firm was one of the first users of trucks for heavy-duty hauling.



Below: The novel Three-Point Truck took up where the horse drawn dray left off. Even this "modern" innovation was soon to be replaced by faster and sturdier machines.



The company still imports steel for certain purposes from England just as when it was founded in 1829, but sailing ships no longer unload at its door.

MOVE BY TRUCK

Steel comes by rail and by truck—more and more by the latter because Egleston no longer "finds railroads the big attraction they used to be."

In addition to the Teamsters' Union, the company also has a contract covering workers in its huge Long Island City, N. Y., warehouse with Local 455, Structural and Ornamental Iron Workers, AFL.

MORE PRAISE FOR TEAMSTER COURTESY

A GRATEFUL California resident recently directed her sincere praise and congratulations to Teamster President Beck, as "a committee of one," for the way truck drivers safely, courteously and patiently detoured through a residential section of San Mateo. The text of the letter is reprinted below as a testimony to the forbearance of the drivers who were confronted with an emergency brought about by the recent floods in the area from which this letter originates.

DEAR MR. BECK,

As you well know California has had more than its share of rain and floods this winter, although we had nothing like the extreme northern part of the state we also had some flooding.

The State and City officials decided we needed more tide gates. Four more were installed at the approach entrance of the San Mateo bridge.

The traffic was detoured through the residential part of South Shoreview from February 14 to February 24 of this year. The route took the traffic to within two blocks of our school (Albion H. Harroll).

SMALL COMMUNITY

We are a community of some

Building Trades

(Continued from page 5)

politically non-partisan. This is so because we recognize that to obtain necessary amendments to existing laws so as to correct existing injustices to building tradesmen, we must obtain support of both Republicans and Democrats."

In lending support to the Lehman Housing bill, President Gray said, "It goes without saying that we, as building tradesmen, are interested in a high level of home construction. Statistics show that because of new family formations and the rapid increase in population together with the overwhelming number of existing slum dwellings which must be torn down, it is necessary that we construct a minimum of two million housing units per year."

6,000 to 7,000 population, with 1,000 pupils attending our school. Of course not all 1,000 pupils had to cross at Newbridge and Ocean View but one-third of them do.

I want to say your truck drivers were the most conscientious and polite drivers on the road. They never failed to stop completely at all stop signs day and night, and believe me it was no picnic for them as there

Griffin Asks

(Continued from page 7)

eration in safety programs were cited. These included the Driver Safety Center of Los Angeles, Calif.; a similar center in Washington State; an annual labor-management safety conference in Pittsburgh (Joint Council 40); driver training program of Local 453, Bedford, Pa.; Joint Council 53, Philadelphia program of a "traffic accident court"; the Northern California safety program cooperation in a labor safety effort in Newburgh, N. Y., and other localities.

The use of "benies" or "co-pilots" (stay-awake drugs) was sharply criticized and said joint labor-management-public action should be brought to bear against the use of these drugs.

In closing Griffin said that "safety is non-partisan. We extend our hand and stand ready to bear our share of the mutual responsibility for highway safety. Highway safety needs leaders. You may count on the International Brotherhood of Teamsters for our share in such safety leadership."

were five stops in the nine-block detour.

They always gave a wave and a big smile beside delighting the children by giving them a toot of their horns.

10 DAYS OF PATROL

How do I know all this? I stood traffic patrol every day for the ten days, along with a city policeman.

Mr. Beck, your truck drivers deserve a big hand and a great big Thank You from each and every parent in South Shoreview so as a committee of one please accept our sincere thanks for the boys that drive those big trucks.

My husband is a member of your wonderful organization.

Very truly yours,

Signed

MRS. EULALIA A. MURPHY,
849 Ada St.,
San Mateo, Calif.

Harry Jennings

(Continued from page 22)

bor; represented labor on Zoning Committee of Boston, appointed by Mayor Curley; chairman, Transportation Committee; president, Labor Division of the Massachusetts Industrial Promotion Committee, appointed by Governor Curley, 1938; chairman, Labor Division of Greater Boston's 1942 War Fund, and general organizer in New England, International Brotherhood of Teamsters, 1927 to 1947.

PALLBEARERS

Among the pallbearers at his funeral were: Former Governor Curley; Fire Commissioner Cotter; Peter Allen, former chairman of the Board of Assessors; Stephen McCluskey, Boston Central Union; John Delmonte, former State Commissioner of Labor; Thomas Healey, president of the Boston Central Union; Nicholas P. Morrissey, general organizer; David McSweeney, Machinists' Union; Abe Pearlstein, former secretary-treasurer of the Joint Council, and a representation from the Teamsters' and Machinists' and other unions in the New England States.

He is survived by two sons, two daughters, a sister, eight grandchildren and one great grandchild.

FACTS AND FIGURES EXPOSE PROPAGANDA

AN impartial observer, the U. S. Department of Labor, recently published the results of a study comparing union and non-union wages since 1950. The results of this study were analyzed in an article entitled "Who Pays Dues?" and appeared in the *Ward News*, a Teamsters bulletin. We believe this article is of immediate interest to all union members, regardless of affiliation, and so we have printed this illuminating piece in its entirety below:

Of all the myths which have acceptance today, none has a stronger hold on the imagination of the general public than the belief that non-union workers do not pay dues.

It is practically impossible to discuss labor unions without reaching the point where this myth is cited as a "good reason" for not joining a labor union. Anti-union employers not only believe this "fact" but they never miss an opportunity to remind their employees that they don't pay dues.

MYTHS DIE SLOWLY

Popular myths die a slow death, but die they will if reason and truth are allowed to prevail. Do you believe that union members pay dues and non-union members do not? Well, let's put aside our emotions and face the facts. *What facts? Whose facts?*

Recently the Bureau of Labor Statistics of the U. S. Department of Labor published the results of its comparative study of union and non-union wages since 1950. The studies were made in 11 manufacturing industries in which there were both unionized and non-unionized plants. All told, some 306 occupations in these 11 industries were examined on a nationwide basis.

These government directed studies demonstrated that average union wage rates are higher than average non-union wage rates and that the differential varies from job to job. On a nationwide basis, union members receive from 10 to 20 cents per hour more than non-members for doing substantially the same work.

With these facts concerning wage

differentials in mind—as established by the U. S. Department of Labor—let us return to the myth that non-union employees do not pay dues.

The non-union worker in those occupations which paid 20 cents per hour less than the union wage for the same job received \$8 per week or roughly \$32 per month *less* than the union member. In effect, the non-union workers paid his employer \$32 per month for the privilege of staying out of the union.

DIFFERENTIALS CITED

Incidentally, there were wage differentials amounting to 42 cents and 55 cents per hour in favor of union

workers. You figure out the amount of dues the non-union worker paid in those cases.

When these U. S. government facts concerning wage differentials or non-union dues are placed beside the \$3 to \$5 per month dues paid by union members, the high cost of non-union dues becomes self-evident. The non-union worker who thinks he is saving money by not paying dues is kidding himself. He ought to sit down and calculate the dues he pays his employer for keeping the wage rates low.

TERMS OF DIGNITY

Without reflecting upon the contribution made by the Bureau of Labor Statistics in its studies of union and non-union wage differences, no one should overlook the more basic "dues" which non-union workers pay—what they pay in terms of dignity.

It is not easy to communicate to the public and to non-union workers the meaning of working in units where human rights are protected by a strong trade union. Self respect is not measured by money.

Yet it is this aspect of labor-management relations which non-union workers will never realize, no matter how high the cost of non-union dues may go.

CANADIAN TRUCKERS EAGER TO COMPETE WITH RAILS

Canadian truckers, who contend the railroads have the same freedom as truck owners in determining and pricing services, are ready to take on rail carriers competitively.

TRUCKERS SURPRISED

This was made clear by John Magee, executive secretary of the Canadian Trucking Associations, in a statement before the Gordon Economic Commission. Magee said Canadian truckers are surprised and confused by requests of rail carriers for "de-regulation" so that they can compete more vigorously with trucks.

The truckers maintain the railroads already enjoy the complete

freedom to compete as they see fit.

In other observations, the CTA foresaw an increase in the number of commercial trucks in Canada to more than 156,000 by 1980. This compares to a total of 69,500 in operation in 1954. By 1980, Magee said, the freight capacity of Canada's trucks will have increased by two and one-half times.

'FRESH THINKING' NEEDED

These developments, he said, are dependent in large measure on improvements in Canada's road and street systems. The CTA is urging "fresh, imaginative and unbiased thinking on the whole question of highway finance."

TEAMSTER TOPICS

Local 550 Pension

Joseph A. Clark, president of Bakery Drivers Local 550 in New York City, has announced the full details of the recently established Pension Plan that will cover approximately 2,000 members of Local 550.

The Plan is financed on the basis of an Employer contribution of \$5 per week. Contributions to the Plan started as of October 1, 1955, and the benefit program became effective January 1, 1956.

The Pension Plan also has some novel and liberal detailed provisions.

Martin E. Segal & Company acted as consultants and actuary in establishing the Pension Plan. The law firm of Cooper, Ostrin and DeVarco acted as attorneys to the Board of Trustees.

Among the major baking companies in the New York City area participating in the Plan are the Continental Baking Company, the General Baking Company, Drake Bakeries, American Bakeries and the Ward Baking Company.

The Board of Trustees consists of: Joseph A. Clark, president of Bakery Drivers Local 550; Charles

J. Kuentz, secretary-treasurer of Bakery Drivers Local 550; Jack C. Scherer, business representative of Bakery Drivers Local 550; Jerome Gibbs, business representative of Bakery Drivers Local 550; William N. Margolis, executive secretary of the New York City Bakery Employers' Labor Council; James F. Egan of the Ward Baking Company; Hyman Waitzman of American Bakeries Company; Robert W. Taylor of the Continental Baking Company.

Martin E. Segal, pension fund consultant, stated at the award ceremony: "This Pension Fund, like the Welfare Fund established by the union and industry two years ago, can serve as a model of what can be accomplished by the constructive efforts of union and management in meeting the needs and security of the employees in the industry. The Pension Fund, like the Welfare Fund, is founded on sound financial and actuarial principles which assure the continuity of the plans at their present high levels."

Driver Saves Two

The Ohio Trucking Association recently named a member of Local

100, Cincinnati, Ohio, as the Driver of the Month.

Robert Arington received a \$25 U. S. Savings Bond, a gold lapel pin and a certificate of merit in recognition of his quick action in saving the lives of two men pinned in a blazing, overturned car last December 1, Safe Driving Day. Mr. Arington is a driver for the Dixie-Ohio Express, Incorporated.

82 Million Cars!

More than 82 million cars will jam the nation's highways ten years from now.

That's the prediction of the National Safety Council, which foresees that the annual highway death toll in 1966 will be around 53,000.

Eighty-two million cars on our roads would represent an increase of 20 million over today's number.

To cut the traffic casualty toll and reduce congestion, the Council proposed that traffic laws be tightened and people informed on traffic programs.

Portland Drivers Cited

Teamster tanker drivers of the Arrow Transportation Co. (Portland, Oreg.) received National Safety Council Safe Driving Awards recently.

Drivers having served for 10 years without chargeable accident were awarded gold wrist watches and those having served for five years were given leather wallet sets. Twenty-one drivers received awards at the meeting.

Pension Covers 25,000

Extension of Teamsters Pension Plan covering 25,000 warehousemen in Northern California along with a 5 cents per hour wage increase was proposed following a settlement with the San Francisco Employers Council recently.

The first group of workers will become eligible for the pension on



The details of the recently established pension plan covering approximately 2,000 members of Local 550 were announced recently. Joseph A. Clark (extreme left), president of Bakery Drivers Local 550 and Chairman of the Pension Fund, is pictured with three pensioners at a recent award ceremony. The pensioners are (from left to right): William Quehrn, David Newhaus, Henry J. Kruse. At far right is William N. Margolis, executive secretary, New York City Bakery Employers' Labor Council.

July 1, 1957. The pension is in addition to Social Security.

Runaway Films Scored

A Teamster official recently reported that Hollywood producers are crossing into Mexico and other foreign countries for the singular purpose of obtaining cheap labor for moving picture productions.

Ralph Clare, Secretary of Studio Drivers Local 399, told of an investigation by the Hollywood Film Council, representing Hollywood film unions, revealing that Mexican drivers were paid \$1.60 per day as against \$20 minimum for American drivers.

The producer claimed he couldn't shoot the film (Daniel Boone) in Kentucky, because of "inclement weather." Clare termed the entire production a simple case of exploiting cheap foreign labor to make a bigger profit at the expense of American workmen.

Local 43 Honors 100

The great strides that American labor and its membership has made in recent years was the subject of discussion at a party honoring 20-year members of Wisconsin Local 43, Racine.

Speakers recognized the Wagner Act as the culmination of many years of sweat and toil by labor to establish an economic beachhead in this country.

Secretary-Treasurer James Morgan told members that "unions are formed to gain by collective action the things we recognize as every man's right, a secure job, decent wages, and human dignity. Union members must make every effort to oppose those who now seek to tear down union principles."

Local President Al Pierce's suggestion that the party be made an annual event was received with an enthusiastic chorus of "Yeas."

One hundred men were honored at the party for two decades of faithful service to Teamsters and Chauffeurs Local 43.

Safety Dinner Held

Safety Award winners were presented with pen and pencil sets and

recognition cards at the National Container of America's annual safety dinner recently. Teamster Business Representative A. W. Cors, Local 691, and all drivers attended the meeting in Aurora, Ind.

Safety Awards Presented

Forty-three members of Local 550 recently received safe driving awards from Cushman & Sons Bakery in Long Island City, N. Y.

The men, ranging in service from 29 to two years, received their awards at a plant sponsored program.

In view of the fact that all the men receiving safe driving awards pilot five-ton trucks through the world's largest city makes the safe driving certificates the more significant.

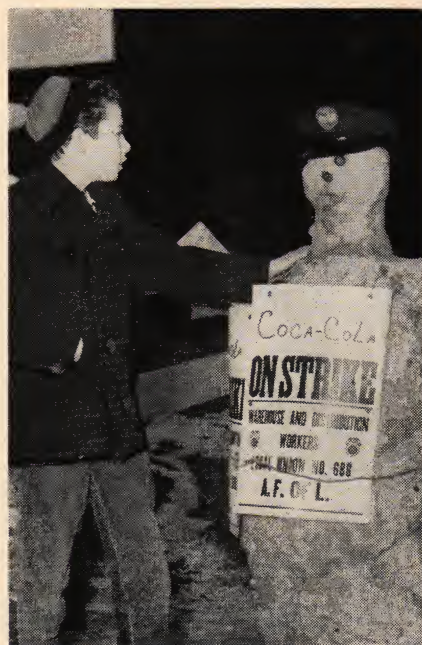
Flood Gifts Mount

Union contributions to the California flood relief victims continued to mount steadily, AFL-CIO Flood Relief Committee chairman C. J. Haggerty announced recently.

Over \$150,000 has been donated to the victims of the devastating floods that tore through Northern California last December.

Albert A. Marty, council president of the Teamster Sacramento Labor Council AFL-CIO, has asked the 30,000 members of this council to contribute \$1 each toward flood repair and reconstruction.

Snow-man Joins Picket Line



When snow fell in Belleville, Ill., recently, Teamsters Local 688 pickets enlisted some aid—a picket snow-man in front of the Coca-Cola Bottling Co. there. Some 200 driver-salesmen have been on strike since November 9 in protest against delay in obtaining a representation election at Coca-Cola Bottling Co. of St. Louis, which also has plants at Belleville and Alton, Ill., and a number of Missouri communities. The NLRB's failure to order an election after more than five months of delay has prompted Local 688 to call for a Congressional investigation of the NLRB role in the case, Harold J. Gibbons, secretary-treasurer, said.

Teamsters Aid Stricken Children



Teamsters Joint Council 25 presented the station wagon shown above to the Parents Association for Cerebral Palsy Children in Chicago recently. Joint Council President Ray Schoessling, at extreme right, is presenting the keys to the station wagon to William J. Callahan, association president. Looking on are Frank Quinn, board member of the association, and John Ryan, secretary-treasurer of the Joint Council.

TEAMSTERS RESCUE GLOVES TOURNAMENT



The eight happy champions of the Kansas City Golden Gloves tournament are flanked by Joint Council 56 Trustee Ernie Anderson (left) and Joint Council 56 President Roy L. Williams. This team will represent the Kansas City area in Chicago and the Olympic championships.



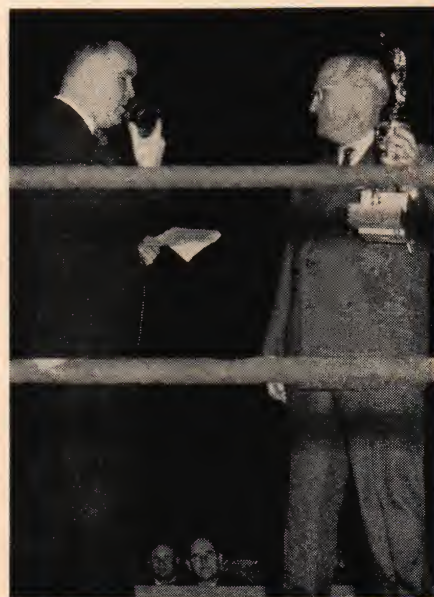
Some of the splendid trophies donated by Teamster Conferences and Councils to help make the Teamster supported Kansas City Golden Gloves Tournament a success are shown above. The four conferences contributing trophies to the three-day event are: Eastern, Central, Southern and Western Conferences.

THE 1956 Kansas City Golden Gloves Tournament of Champions can thank Teamster Joint Council No. 56 for saving this annual sports event from a "knockout" and permanent retirement.

For the past two decades the Golden Gloves had been sponsored by a local newspaper and radio stations. When these mediums dropped this event from their sponsorship it was in danger of extinction, but thanks to the Teamsters and the four Conferences that contributed trophies the city enjoyed a successful Golden Gloves tournament.

Former President Truman, a veteran of many political fights, entered the ring at the three-day event to accept a trophy from Randall Jesse, the fight announcer. Mr. Truman told the enthusiastic crowd that he would place the trophy, donated by Joint Council 56, in his library "for anybody who wished to see it." Mr. Truman was accompanied at the fights by Dr. Wallace Graham, an ex-Golden Gloves fighter and now the former president's personal physician.

The union announced that if any money is left over after the winning team is taken to Chicago to represent the Kansas City area, it will be spent on various charities. Union plans to help finance Kansas City youth clubs are already in the making.



Former President Harry Truman receives a Teamster-donated trophy at beginning of tournament. The former President received an enthusiastic greeting at arena.

WHAT'S NEW?

Flasher Warns of Tire Trouble

An electric flasher mounted on the dashboard of a vehicle can now automatically notify the driver of the loss of air in any one of his tires, according to the announcement of a Rhode Island manufacturer. The driver can therefore be warned of trouble ahead by the constant flashing and have time to stop and remedy the situation at the next service station or garage.

Weight Reduction With Magnetic Chuck

A new magnetic chuck is a suitable replacement for the three-jaw chucks on clutch plates and flywheel grinders because of its instantaneous holding and releasing and a unique magnetic pattern on its 2½-inch rotary pattern. Significant weight reduction is achieved by the pan-cake face design on a smaller diameter magnet body.

Expandable Qualities Of Display Body

An unusual expandable display body is being marketed from Pittsburgh that doubles its own floor space at the touch of a button, converting into a room 16 feet wide by 7 feet high. One exit and one entrance is provided, each equipped with steps and handrails, and exhibit materials and other equipment can be loaded through the rear cargo door.

Available in three models, the body can be had in 16- and 22-foot lengths mounted on a COE Dodge 19,500-pound GVW chassis or as a 32-foot semi-trailer constructed on a Fruehauf chassis. Beside being designed to be plugged into an outside current source, the unit has its own 3,500-watt generating plant for operation of standard 110-volt lights and other electrical equipment.

Fuel Strainer Element Never Needs Replacing

A gasoline strainer which will fit almost all vehicles back to 1946 is being produced in Michigan. It incorporates these unique advantages: it traps all solids

bigger than 1/1000th of an inch, thus protecting the carburetor valves and jets against erosion; the filtering element will not plug up or wear out; the element never needs replacement; the strainer can be opened and closed without tools, and can be flushed without disconnecting.

Holds Extra Key For Emergencies

The answer to those "locked-out" emergencies is this magnetic metal container to hide a spare key. It holds up



to three keys and can be concealed under the frame, inside the bumper or on any metal part of your car or truck. With its sturdy snap-on cover and lifetime magnet, it can also be attached beneath the dashboard or in the glove compartment to hold change for parking meters.

Device Warns of Low Air Pressure

A driver can now have visual warning, day or night, when air pressure begins to drop with a new low air pressure warning device from Chicago. Completely automatic and requiring no adjusting or resetting, the unit operates through direct connection to the air line. Complying with ICC Regulations No. 193.51, the warning signal appears on a Lucite bar with the word "Stop" in large, luminous letters coming into view and increasing in length as the pressure drops until a full signal indicates approximately 50 pounds of pressure. The bar is lighted by a small bulb within the signal and the device automatically returns to "Safe" position when the pressure is restored.

Special Qualities Of Metal Cleaners

A line of fast-drying, non-toxic and non-inflammable cold cleaners, suitable for a variety of metal cleaning operations, is being marketed from Detroit. For instance, this firm's No. 20 cleaner is said to be excellent for machinery wash-down, particularly electric items because this cleaner is said to be a non-conductor. No. 21 has no flash or fire-point. No. 22 cleaner is said to include such advantages as low volatility and low

dermatitis incident. No. 23 cold cleaner is reported as suitable for cleaning and degreasing of electric motors, generators, controllers, and other electric components in closed circuits. No. 24 is stated to be particularly formulated for flushing, cleaning, and drying freon and gas refrigeration systems.

Versatile Tarpaulins Are Ohio Marketed

Ideal for all practical purposes is a line of heavy-duty, abrasion-resistant truck tarpaulins made from "Geon" vinyl plastic coated nylon. Resistant to the effects of grease, oil and mildew, this light-weight tarp is said not to absorb water and to remain flexible from below zero temperatures up to 180 degrees F. The translucent quality of the covers allows daylight loading without the need for artificial light.

Trailer Hitch Locks Under Bumper

A new trailer hitch is attached to the rear frame cross member, not the bumper, and locks out of the way under the car's bumper when not in use. Designed primarily for use with passenger cars and small trucks, the hitch exceeds SAE requirements for a Class A hitch of 6,000-pound compression and 2,300-pound side thrust.

Introduce Material For Safer Footing

Slippery conditions due to grease and ice coating can now be eliminated and safe footing assured with a newly-developed footing material from New Jersey. This gridded surface should have wide application on running boards, fifth wheel dock boards, safety mats and body and bumper steps.

Complete Kit for Truck Seat Repair

A repair kit is now available said to contain everything required to renovate or repair the cushion or back of any truck or bus seat. Broken down or damaged seats can be repaired easily and quickly, it is claimed by the Detroit manufacturer, using only a hammer and pliers and with no special skills. Included in the kit are seat covers and padding, extra springs, upholstery tacks, U-channels, hog rings, etc. The covers, which are made of water-proof, vinyl-covered fabric, are pre-sewn and cut to master patterns.

LAUGH LOAD

Advice

Easing the engine to a stop at a water tank, the old engineer briefed his green young fireman. The fireman climbed to the tender, as per instructions, and managed to bring the spout down all right. But somehow his foot tangled in the chain and he floundered right into the tank. The engineer regarded him and his plight with a jaundiced eye.

"Just fill the tank with water, Sonny," he drawled. "No need to tramp it down."

★

Hammer Away

There was a professor of law who said to his students:

"When you're fighting a case, if you have the facts on your side, hammer them into the jury, and if you have the law on your side, hammer it into the judge."

"But if you have neither the facts nor the law?" asked one of his listeners.

"Then hammer on the table," answered the professor.

★

Bit by Bit

Your dog bit me and I'm going to sue you.

Never mind! I'll give you \$50 to settle out of court.

Okay. I'll take the money. Say, what are you laughing at?

That's a counterfeit bill. What are you laughing at?

I've got a wooden leg.

★

Monkey Business

"What would you do, Goofus, if you were running a circus and the monkeys got loose?"

"I'd get a monkey wrench and tighten them up."

★

This Will Kill You

"Now," the woman lecturer asked, "is there any man in the audience who would let his wife be slandered, and say nothing? If so, stand up."

A meek little man rose to his feet. The lecturer glared at him. "Do you mean to say you would let your wife be slandered and say nothing?" she thundered at him.

"Oh, I'm sorry," he apologized. "I thought you said 'slaughtered.'"

★

Avoid the Crush

First Convict (to new cellmate)—"How long are you in for?"

New cellmate — "Ninety-nine years."

How long are you here for?"

First Convict—"Seventy-five years."

New cellmate—"Then you take the bed near the door. You get out first."

★

Moving Day

When Mark Twain was a young and struggling newspaperman in San Francisco, a lady of his acquaintance saw him one day with a cigar box under his arm looking into a shop window.

"Mr. Clemens," she said, "I always see you with a cigar box under your arm. I'm afraid you are smoking too much."

"It isn't that," he replied impishly. "I'm moving again!"

★

Real Thoughtful

The new "find" was about to be starred in a picture.

One scene was where the girl was to jump from a high cliff into the water.

Upon examining the jumping point and the landing place, the girl ran to the director and said:

"I won't make that jump, I absolutely refuse to do it. There's only a foot of water at the bottom of that cliff."

"That's all right," answered the director, "do you think we want you to drown?"

★

Cashier Wanted

"I used to know Mr. Smithers, who was with your firm. I understand he is a tried and trusted employee—"

The banker looked at his guest coldly.

"He was trusted, yes; and he will be tried, if we're fortunate enough to catch him."

★

Gone But Not Forgotten

Little pay check in a day,

You and I will go away

To some gay and festive spot;

I'll return, but you will not.

★

First in Line

Draftee—Goodbye, dear. Look after the home well, and if you need money while I'm gone, just go to the bank.

Wife—Yes, dear. What time does the bank open this morning?

★

Time's Awasting

"Darling, I love you!"

"Good gracious! Why, we've only just become acquainted!"

"Yes, I know; but I'm only here for the week-end."

Biting Remark

On the bayonet course a rookie was particularly clumsy. He charged the dummy, stumbled, missed the bayonet jab and flattened his nose against the sack.

"Nice work, soldier," said the sarcastic sergeant. "If you can't stick him—bite him."

★

Be Careful

The doorkeeper hurried down the steps of a club to open the car door, slipped, and rolled the last few steps. The manager, who happened to be standing in the entrance, called out angrily: "For goodness sake be more careful. People will think you're a member."

★

Cow Cow Buggy

Sweet Young Thing (from the city)—Oh, what a strange looking cow! But why hasn't she any horns?

Farmer—Well, you see, some cows are born without horns and never have any, and others shed theirs, and some we de-horn, and some breeds ain't supposed to have horns at all. There are a lot of reasons why some cows ain't got horns, but the reason why that cow ain't got horns is because she ain't a cow—she's a horse.

★

Old Before His Time

The car was crowded and the conductor was irritable.

"Where is the fare for the boy?" he snapped, as the father handed him one fare.

"The boy is only three years old."

"Three years. Why, look at him, he's seven if he's a day."

The father leaned over and gazed earnestly at the boy's face. Then he turned to the conductor.

"Can I help it if he worries?" he asked.

★

Sure—Aqua Vitae!

The dear little lady had tasted her first glass of beer: "Well, I do say, it tastes like the medicine my husband has been taking for the last 30 years."

★

Not a Prayer!

As the boat was sinking, the captain lifted his voice to ask: "Does anybody know how to pray?"

One man spoke confidently:

"Yes, captain, I do."

"That's all right then," he declared. "You go ahead and pray. The rest of us will put on lifebelts. We are one short."

FIFTY YEARS AGO in our Magazine

(From *Teamsters' Magazine*, April, 1906)

INJUNCTION FRENZY

The editor of *THE TEAMSTER* in April, 1906, unleashed an old fashioned tirade against a Chicago judge who had sentenced two officers of a typographical union to jail for contempt.

"What," asked the editor, "was the contempt of these defendants? It was an utter impossibility to obey the injunction in all its details, because to do so would mean the disbanding of the union.

"The injunction violated every fundamental right of citizenship. It prohibited not only peaceable picketing, but any moral suasion whatever, and even any lawful attempt by the printers to induce non-union printers to join the union.

"This worse than Russian order was issued in the name of law and equity. The judge had the hardihood to say in passing judgment that he was 'merely the instrument of the law.' Of what law? Not of any law enacted by an American legislature. He was the instrument of law framed in plutocratic offices and clubs, based on shameless perversion of equity principles and violent misconstruction of so-called precedents," the editor insisted.

SIXTEEN TONS

The coal miners were in a plight in 1906 that makes today's cutback in pro-



duction pale in comparison. *THE TEAMSTER* reported that a coal operator had told others convening in Indianapolis that a strike was needed in the

industry to diminish supplies and thereby to raise prices.

The operator told his fellow employers that they should refuse to concede anything to the miners. One operator said at the conference that he would close his mine "until starvation compelled the miners to return to work."

The editor called for a Federal law which would permit the state to operate the mines in the event of such a lockout. He quoted figures released by the miners union showing that the average daily wage of coal miners was a dollar a day.

"The operators say there is no money in the coal mining business and that they are not making reasonable profits upon their investments. If this be true, that they are not making reasonable profits upon their investments, and the miners earn on an average of \$1 per day, what becomes of the rest? Do the railroads and corporations of the country make more money on the coal disposed of than the operators and miners combined? If so, the sooner the laws which make it a crime for railroads to own and operate mines are enforced, the better," the editor said.

GOOD WORDS

A poem appearing in the "Exchange" caught the editor's eye and he reprinted it. The poem, "Good Words" seeks a kind word for the man who is down and out, a good idea today as well as 50 years ago. Here it is. The author was unknown.

When you meet a man that's blue
There's one thing that you should do—
Slap him on the back and say;
"Better luck another day!"
Cheer him up and make him smile—
Dont keep knocking all the while
Good words come amazing cheap.
Use them, for they help a heap.

When you see a man in woe
Slap his back and say "hello!"
If he's down upon his luck,
Cheer him up and give him pluck.
Laugh and grab him by the hand
And then boost to beat the band.
Good words won't cost you a dime
And they'll help him every time.

When you see a man knocked out,
Stop and ask him what it's about;
Help him to his feet, and then

Urge the man to try again.
Fill his ear with plucky dope
Equal parts of cheer and hope
Good Words help a man along
When he's up against it strong.

If you can't find one good word
Then do not let your voice be heard.
Better live in silence than
Knock against your fellowman.
Speak good words or none at all
Help your fellows if they fall.
Good words help along the way—
Therefore say a few today.



GOOD (OR BAD) EXCUSES

An interesting list of excuses appeared in the April *TEAMSTER* under the heading, "Why He Did Not Attend the Meetings." The list gives 53 excuses considered best (or worst) from among an assortment of 5,000.

According to the editor, these excuses were owned, controlled and used exclusively by the individuals "who go around with a shawl-strap loaded with questions, all of which invariably start with 'why don't the union——?' The assortment includes most all of the truth twisters known to man, and a few that man, in his most reckless mood, seldom dares to use."

After the long list of excuses, the editor commented that:

"Space forbids further comment other than to add that the fellow who uses the word 'wife' as a part of his excuse hands over to her for being out late, the dope: 'A special meeting of our union kept me out!'"

**I
HAVE
EVERYTHING
DELIVERED**



**HAVE
IT**



DELIVERED